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Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.

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All letters for publication should be written on one side of paper only.

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MARRIAGES.

On 5th June, at St. John's Cathedral, by the Rev. F. T. Johnston, FRANK, second son of the late Archdeacon Harris of Akaroa, New Zealand; to MARION, daughter of the late John Deans of Akaroa, New Zealand.

On the 2nd instant, at Shanghai, J. CHARLES LAWRENCE, late The Royal Dublin Fusiliers, and late Captain Malay States Guides, to FLORENCE D'ARNAIS, youngest daughter of the late Captain A. D. HARRIS, of Shanghai.

DEATH.

On May 28th, at Singapore, HOBARTO G. JAMES, last surviving son of Commander Henry James, R.N., aged 68 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, JUNE 8TH 1909.

On the 30th May the second instalment of the railway line from Shanghai to Hangchow was opened in state by H. E. FAN TANGHIAN, the Provincial Treasurer, on behalf of H. E. TUN FANG, the Viceroy of the Province. The occasion was noteworthy, inasmuch as the line was the first in Mid China to have been carried out by a bona fide Chinese Company, with Chinese money, and under a Chinese engineer, Mr. Hsu. On the other hand, the line is distinctly what might be called "cheap and nasty," with soft-wood sleepers, and a single track, and though hardly so bad as represented by the Times Correspondent, can scarcely be quoted as an example of what a line passing through a rich and populous district, and intended in the near future to be an important main line should be; nor can the cost, acknowledged to have been two million taels, for such a line, 38 miles, say £3,000 sterling per mile, be considered cheap; and, indeed, with cheap and flimsy American rolling stock, scantily supplied, too, must be looked upon as decidedly dear. On the other hand, it is only right to mention

that the line seems to have been fairly well laid out, is distinctly well ballasted, and carefully laid. It is probably true that, as stated by the Times Correspondent, the rails had been rejected previously, and we are informed that they are certainly neither in quality, nor in section such as would have been willingly passed by an independent engineer. These defects are, however, probably not the fault of the Engineer, who was seemingly compelled to make the best of the materials placed in his hands by his directors. Mr. JEMIE TIANYOW, Engineer-in-chief of the Peking and Kalgan Railway, and a thoroughly trained Engineer, whose work in the North would be a credit to any engineer of whatever nationality, is named as the Consulting Engineer of the line, which, however, he has never seen, and which certainly shows few, if any signs of his fostering care. Mr. JEMIE has been granted the rank of Taotai, and this in his case probably meant that he was granted substantive as well as honorary rank, which it would apparently have been better to give bestowed on Mr. Hsu as well. Probably in such a case the work would have been finished and handed over in better trim. It is interesting to note that one of Chinese speakers at the opening, Mr. S. K. TAO was not deterred by any fear of consequences from openly expressing his opinion that the Government ought to abolish the *Likie* taxes, "in order that merchants may enjoy to their fullest extent the privileges supposed to be conferred on them." The utterance of such a sentence at such a time in the presence of the high provincial authorities is certainly a wholesome sign that the Chinese Government, as such, is in its present condition quite prepared to listen to the expression of public opinion, and prepared to shape its course accordingly. We have always set a high store on the capacity of the Chinese people for self-government, especially in financial affairs, and welcome every indication of an approach to mutual confidence. Still, as Mr. TAO reminded his audience, the line was but an "experiment by Chinese who had acquired their knowledge in Europe and America." It was the insertion, indeed, of the sharp end of the wedge, but the wedge had to be driven home, and judging from the present outlook that would be a work of extremely slow progression. The line was open, and had a terminus somewhere near Shanghai; within the last year or so the city authorities had made great progress with their own communications. It was now possible to drive in an ordinary carriage the whole way from the Foreign Settlement through the Nantao suburb of the city right up to the Railway terminus, a distance of close on three miles: the whole of this suburb, a very important one, with a population of probably quarter of a million, was now traversed by well paved roadways, and building on vastly improved lines was now progressing rapidly. More, sanitation was being attended to, the formerly fetid pools and creeks were being cleansed and drained, and well made sewers were being laid everywhere. Recently water works have been constructed for the supply of the city and suburbs, and though as yet the supply leaves much to be desired, it is an indication that the spirit of progress is about. In fact it is questionable if this reform, which has been carried out so quietly that few of the residents are aware of it, is not a more wholesome sign of progress than the Railway terminus; but here all Chinese railways, so far at least as we have seen, have entirely failed to grasp the necessary conditions. Though a road has been made, the situation is in the last degree inconvenient. It is remote, and entirely cut off from the business section of the city and settlements, and occupies nearly as long to arrive at as does the journey from Shanghai to Suogkian, slow as that is. Moreover there are absolutely no means of carriage of goods, nor if goods arrived is there any means of conveying them on the railway. The first object of an engineer worthy of the name in carrying his line into so important a port of Shanghai, which shares with Calcutta the ambition of being the largest emporium in Asia, would naturally be to connect his line in the easiest and most complete manner with the wharves, alongside which are daily moored steamers of a capacity much exceeding twenty thousand tons. It is noteworthy that in no single case has any attempt been made to convey goods for either export or import between the railways and the wharves. Even at Tientsin where the train actually runs alongside the jetties, and where steamers are frequently delayed between the jetties and Tientsin, it never seems to have occurred to anyone connected with the management of the railway that a very great economy would result to the trade of the port were the cargoes, instead of being conveyed up the river by the steamers, landed and put on board the train at Tongku, whence they could be readily

delivered into godown at Tientsin. At Shanghai a continuous line of wharves some seven miles long runs along the river, and could be readily served from the existing lines of railway, yet neither in the case of the Shanghai-Nanking, nor of this new line to Kashing, has the slightest attempt been made to effect a junction. It is noteworthy, in the case of Shanghai, that provision has been made in the Land Regulations of the Settlements for the acquisition under compulsory powers at a fair rate of the land required for such extensions; so that the obstruction does not proceed from any unwillingness on the part of the Foreign Municipalities, who would, on the contrary, lend every assistance to such a project.

We have so recently spoken at length on the present policy of the reactionary party in China, and of the manner in which it is taking advantage of the natural desire of the Chinese Government and people to finance their own undertakings, that it is only necessary to draw attention to these wilful obstacles thrown in the way of development as an evidence of the lengths to which that party is prepared to go. Meanwhile the present unfinished state of the railway can only be attributed to an intention to deliberately wreck not only this, but all the other industrial efforts of the progressists, who are anxious to raise the position of China amongst the "greater nations of the world."

Amongst the other tendencies of the present fashion for improving the internal communications is a growing desire to assimilate the standards of weight and measurement. Some twenty one centuries ago the great monarch TSIN SHIHWANGTI, on assuming formally the government issued a proclamation calling for an assimilation of the standards. His decree a few years later, before the reform had been accomplished, caused it to be shelved, and from that time to the present affairs have been growing worse in China. The necessities of railway engineering are now bringing about a general desire for a settlement; the new line, according to the Engineer is 38 miles and 980 feet long, which he tells us is exactly 112 H. A. H., everyone connected with China knows, has hitherto been the most indefinite of measures, but according to Mr. Hsu's measurement, for the future it must be taken at exactly 1,800 feet English. A previous endeavour to establish a standard on the part of Mr. T. W. KINGSMILL, of Shanghai, had put it on an average at 1,830 feet; the difference, it will be seen, is not very material; but in view of the present disposition to extend the present lines, it will prove of great advantage to China that the length should be once and for all definitely fixed. 1815 feet or 330 yds of 54 feet English would perhaps fit in most readily with Chinese and English land measures. This would be $\frac{1}{11}$ of an English mile.

Joaquin Balmeri, a henchman of Dominador Gomez, is charged by the Philippine Government with sedition.

More submarines are being sent by the American Government to the Philippines.

The Kwong Chow Friendly Society of San Francisco is building a grand Oriental clubhouse based on designs studied in Canton.

At the Magistracy yesterday, Mr. F. A. Hazeland found a coolie guilty of stealing seven pieces of clothing and a blanket, and sentenced him to six weeks' imprisonment with hard labour and six hours' stocks.

Charles Collins, A.B. of H.M.S. *Kent*, died from injuries received in a fall of eight or nine feet from the bridge to the deck, during a recent voyage from Yokohama. The funeral took place at Urakami on the morning of the 20th ult.

Early yesterday morning fire broke out in a warehouse at Wongneiching in which a large quantity of goods was stored. Before the Fire Brigade could reach the spot, building and goods were demolished. The damage is placed at \$1,500.

The return of visitors to the City Hall Library and Museum for the week ending the 6th June, 1909, shows that of non-Chinese there were 297 to the Library and 169 to the Museum, and of Chinese 169 to the former and 2,159 to the latter. The Library was, therefore, used by 466 persons and the Museum by 2,328.

The strike of the engineers and other employees of the Manila Railway Company is said to be nearing the end. An agreement, making concessions to the demands of the strikers in all points except in the matter of a rise of wages, was expected to be signed on Friday last.

A number of week-end robberies were reported to the police yesterday. A silver bowl valued \$40 and numerous other articles belonging to A. Gubbay, of No. 1, Leighton Hill Road, were removed from the hall of his residence. A house in West Terrace was broken into some time on Sunday night, and 400 stolen. Mr. Jasto, manager of Messrs. Noronha and Co., reported that the safe in his office was opened by a duplicate key and \$35 extra.

At the Magistracy yesterday Mr. J. H. Kemp sent a native to jail for three months for stealing drain gratings.

A company to be known as The China Silk and Agency Co. Ltd. has been registered in London with a capital of £10,000 in £1 shares.

The two Chinese cruisers which were dispatched to the Paracels recently have returned. They came into Hongkong harbour on Saturday.

The appointment of M. P. de Margerie, French Minister in Bangkok, to succeed M. Bapst as Minister in Peking appears in the French Official Gazette.

Mr. Dinshaw Cawasjee Sethna of the firm of Messrs. Cawasjee Pallonjee & Co., was elected a trustee of the Hongkong Parsee Charity Funds, at the annual meeting held last Saturday.

American farmers in the Eastern States are raising a fund with a view to starting a campaign for the expulsion of Japanese from the public market. The white producers say they cannot meet the competition of "the brown men."

Mr. Charles Denby, ex U. S. Consul-General at Shanghai, left on the 2nd inst. Dr. Amos P. Wilder, who has taken over the duties, expects to proceed homeward on his holiday by the s.s. *Korea* towards the end of the month.

The commission of the cruiser *Kent*, Captain Gerald C. Marescaux, now cruising in Pacific waters, of the China Squadron, will expire in November next. All the officers on the *Kent*, with the exception of three, are due for relief.

Home papers received by yesterday's mail announce that H.E. Tang Shao Yi had booked to leave Genoa by the N. D. L. steamer *Yorck* on May 20th. We learn, however, that His Excellency is returning to China via Siberia.

At the shareholders meeting of the Banque de l'Indo-Chine held at Paris last month, the report presented stated that the results of 1903 allowed the distribution of a dividend of Francs 50 as compared with Francs 47.50 for the preceding year. This distribution was approved.

The plague return for the week ending June 5th records nine new cases in the Colony. There were ten deaths during the week. The total number of cases since the 1st of January is given as 86, of which 77 were fatal. Another case from Yamnati was notified during the 48 hours ended at noon yesterday.

The N.C. Daily News is informed that the meatpacking establishment at Hankow, which is exporting frozen pork to England in the P. & O. s.s. *Palermo*, is entirely controlled by the firm which manages the cold storage of Manchester. The utmost care is being taken in the inspection of all pigs before they are slaughtered for export.

A serious fire occurred in East Hambar Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and for some A. E. Fenton, of Hongkew, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Chicago is experiencing an unprecedented invasion of Japanese. It is stated that a single lodging-house at Fifty-first and Clark streets is the headquarters for 700 new arrivals, whereas three months ago, it is said, there were only 200 in the whole city. The newcomers are grizzled, domestic servants and labourers, all strong and vigorous. They assert that they were driven by persecution from California and other Pacific Coast States. Others, it is said, are to follow them.

The hearing of the second application by the Chinese Government of the surrender of Lau Fat Tung, on a charge of armed robbery within the jurisdiction of China, was resumed by Mr. F. A. Hazeland at the Magistracy yesterday, when he decided that the prisoner should be discharged. He will, however, be confined to goal for one week to allow the Crown Solicitor time to consider the case. Lau Fat Tung was formerly tried by Mr. Kemp, discharged, and subsequently re-arrested.

An interesting case is occupying the attention of the H.M. Supreme Court at Shanghai. S. J. Michael is suing J. E. Ellis for the difference between the contract price of 50 Shanghai Dock shares which were purchased at Tls 89 per share, and not being taken up by the defendant, were disposed of at Tls 72 1/2 per share. The defence is that the shares were never intended to be taken up, and that the contract was in fact a gaming or wagering contract. According to the defence there was an agreement between the plaintiff and defendant to divide the profit or loss resulting from the sale before Settlement Day. Plaintiff denies this version of the transaction.

Mr. J. H. Kemp, sitting as coroner, and a jury inquired into the cause of death of a Chinese named Tau Hong, 85 years of age, at the Magistracy yesterday afternoon. Deceased was knocked down by a tramcar at Wanchai on May 12th, and died on the 28th of the same month. The medical evidence showed that death was due to multiple injuries and septicaemia. The story told by other witnesses was to the effect that the motorman of the car did all in his power to avoid the collision. But apparently deceased was deaf, for he made no attempt to get clear of the line. When closed upon the old man the motorman applied the emergency brake, but deceased was knocked down. The jury returned a verdict of accidental death.

We have received a copy of the second annual report of the Overseas League which was founded in 1907 with a view to promote British trade, and to voice and endeavour to rectify legitimate grievances of British subjects overseas. The Secretary is Mr. A. G. Wise, not the genial gentleman of that name whom Hongkong knows.

Arcadio Arellano, member of the Manila municipal board, has introduced a motion calling upon the municipal board to take steps to fix the price of meat in the public markets in the same way as the prices of other commodities, such as light, water and transportation on street cars, are regulated. Sr. Arellano, in introducing his motion, explained that he has been informed that the price of meat in the markets had been raised 25 per cent as a result of the determination of certain cattle importers and dealers to make a corner in cattle imported on the hoof.

Mr. T. H. Liddell, the artist who recently exhibited in London a large number of paintings executed by him during a visit to China had an unpleasant experience recently which is told in the following Police Court report:—A rough-looking young fellow named James Petrie, living at Carlton-mews, Maiden Vale, was charged on a warrant at Marylebone with assaulting Mr. Thomas Hodgson Liddell, an artist, of Carlton Studio, Carlton Vale. The prosecutor said that while passing through Carlton-mews he saw two small boys fighting, and he endeavoured to separate them, with the result that he was followed by a crowd of the inhabitants, who showed themselves hostile for his having interfered with the children. At the corner of Portadown-mews they surrounded and attacked him, and he had to defend himself as best he could. The prisoner dealt him a heavy blow on the forehead, and knocked him down. While on the pavement the crowd also knocked him about. Petrie was fined 20s., or fourteen days' imprisonment.

HONGKONG SPORTSMEN IN JAPAN.

PROGRAMME OF ARRANGEMENTS.

The following is the programme of sports arranged to take place with the party of British officers from the Garrison at Hongkong, who are visiting Japan:—

- June 1st, Arrive Hirayama, 8.37 a.m.
- " Tennis v. Yokohama, 4 p.m., Bluff Gardens.
- " 2nd, Tennis v. Yokohama, 4 p.m., Bluff Gardens.
- " 3rd, Golf.
- " 4th, Cricket v. Y.C. and A.C. Tiffin on the Ground, 12.15.
- " 5th, Cricket v. Y.A. and A.C. Tiffin on the Ground, 12.15.
- " 6th, Golf v. Yokohama.
- " 8th, Cricket v. Yokohama and Tokyo.
- " 9th, "
- " 11th, Cricket v. Tokyo.
- " 12th, "
- " 18th, Tennis v. Tokyo.
- " 19th, Gymkhana at Yokohama. Smoking Concert in evening.
- " Leave for Kobe.

PEKING SYNDICATE.

AN UNLIMITED SUPPLY OF COAL IN HONAN.

The report for 18 months to June 30 has been issued. The directors present for the first time a profit and loss account, which is in the form it would have assumed had the scheme for the unification of the shares gone through. The directors have not found it possible since the rejection of the unification scheme to formulate separate profit and loss accounts for the Shanai shares on the one hand and the ordinary and debentures on the other. Though the sum standing to the credit of profit and loss as a whole is sufficient to justify the payment of a dividend the directors are unable to make any recommendation to that effect. Taking into consideration that the unification scheme as presented by the board was practically unanimously accepted by all classes of shareholders, the directors are not without hopes that a conciliation may yet be brought about. What they propose to do is to let the matter stand over till about November when they will endeavour to get together the representatives of the several classes by whom they were previously assisted, or other influential shareholders, and ascertain whether or not something like unanimity can be obtained. If the directors are assured that it can then they will reintroduce the Bill into Parliament next year with the necessary amendments, and proceed to hold the meetings in conformity with Standing Orders. Satisfactory work has been done during the year in developing the Hunan Mines and bringing them to the producing stage. From August onwards a small but increasing output of coal has been secured from these two shafts; the total output for April having been 20,000 tons. Up to the end of February the total output was 24,600 tons. The sales at the pit's mouth, partly to native dealers and partly to the railway, amounted to 3,589 tons; there had been shipped to Tientsin, Peking and Hankow and to various depots along the Peking-Hankow Railway 9,304 tons, and there had been used in boiler consumption 9,500 tons. Sufficient returns have not yet come to hand to enable the directors to say with any degree of certainty what net profit may be expected, in any case the experience of the first few months of business cannot be regarded as a test of ultimate results. During the year a number of boreholes have been put down. The result of them has been to show that to the north-west of the Hunan in which Shafts Nos. 1 and 2 are situated there is a coalfield containing 6,000,000 tons in sight, and to the south and southeast of the fault there is another field of equally good coal, the extent of which is undetermined. So far as the directors can see, therefore, there is an ample and probably an unlimited supply of coal. The joint consulting mining engineers in their report state that, generally, we beg to say that in our opinion the progress made and the present position, as proved by the workings and boreholes, is satisfactory. The continuity of the seam over a large area to the south and west has been proved, and we now have before us the prospect of a continually increasing output from a coalfield which is very extensive and capable of being exploited for many years to meet any demands that are made from it. The comparative shallowness at which the seam is found at points widely distant from each other, and the varying depth of the strata, indicates the advisability of exploiting the district by several plants of moderate size, and by thus attacking the proved area at favourable points the best results will be obtained in a minimum of time."

TELEGRAMS

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

GREATER "DREADNOUGHTS."

LONDON, June 6th.

The London "Observer" states that the manufacture has begun of the armaments for the four contingent "Dreadnoughts" which will mark as great an advance on the present Dreadnoughts as the latter did on their predecessors.

JAPANESE ROYALTY IN ENGLAND.

LONDON, June 6th.

Prince and Princess Nashimoto have reached England. On arrival at Victoria Station they were welcomed by representatives of King Edward, the Japanese Embassy, and by prominent Japanese residents.

LONDON, June 7th.

T. R. H. the Prince and Princess of Wales called on T. I. H. Prince and Princess Nashimoto yesterday.

It is expected that H. M. the King will receive the royal visitors to-day.

IMPERIAL DEFENCE.

LORD ROSEBERRY'S PESSIMISM.

LONDON, June 6th.

The Imperial Press Conference was opened by Lord Rosebery, who in proposing the toast of "The Guests" at the inaugural banquet, referred to the subject of Imperial defence and described the present situation in Europe as ominous and unprecedented.

With an absolute absence of questions ordinarily leading to war, the situation, he said, was never so threatening as at present by reason of the overpowering preparations for war. He felt confident in Britain's ability to meet a reasonable conjunction of Powers, but this outbursting of navies made him feel uneasy as to the outcome. He added, "We can and will build Dreadnoughts while we have a shilling to spend and a man to put in them."

THE TSAR AND KAISER.

LONDON, June 7th.

Reuter's correspondent at St. Petersburg states that after his visit to King Edward at Cowes, H. M. the Tsar will again meet the Kaiser at Kiel.

THE AUSTRALIAN OFFER OF A DREADNOUGHT.

LONDON, June 7th.

Reuter's correspondent at Melbourne reports that the new Commonwealth Government has cabled to the Imperial Government offering a Dreadnought or such corresponding addition to the strength of the Navy as the Imperial authorities may approve.

[FROM THE "CHEUNG NGOI SAN FO"]

RAILWAY LOANS

PEKING, June 7th.

The Szechuen-Hankow and the Canton-Hankow railway loans, amounting to £5,500,000, will be subscribed by the Hongkong and Shanghai Banking Corporation, the Deutsch-Asiatische Bank, and the Banque de l'Indo-Chine. The amount will be divided between the two railways. The loans will be issued at £95, five per cent interest, redeemable in ten years.

The materials for the construction of the bridges and the rails are to be supplied partly by Chinese and partly by foreigners.

An English engineer will be engaged for the Canton-Hankow railway and a German engineer will be engaged for the other railway, both to be appointed by the presidents of the railways and under their control.

It is expected that the agreement will be signed shortly.

CORRESPONDENCE.

LIFE INSURANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Priority Mount,
St. Leonards-on-Sea,
May, 12th 1909.

DEAR SIR,—A copy of your issue of the 3rd April containing the letter of the Secretary of the Standard Life Assurance Co. has only now reached me. As the statements made therein place my action in quite a wrong light I shall be glad if you will publish these further remarks.

Mr. Trevor states that, before the copies of the correspondence arrived at his Head Office in Edinburgh, I had already accepted the sum offered me by the Company.

Much correspondence passed between the Head Office and me on the subject of my policy. I insisted on a search being made in the Shanghai correspondence and eventually received from Edinburgh a letter dated 10th February as follows:—

"We have received a letter from our representative in Shanghai stating that he has made a thorough search among the records of our office there for the years 1893-4 and that he has been unable to trace any letter from you to Mr. W. T. Phipps or late Agent in Shanghai or from Mr. Phipps to you bearing on the question of Bonus."

Copies of two letters to me from Mr. W. T. Phipps written after the policy was issued, and having nothing to do with the present issue, were enclosed as (presumably) the sole correspondence which passed. It was only on receipt of this letter that I accepted the sum offered for my policy as I was unable to produce any written proof of my statements.

Mr. Trevor characterizes my letter to you as "both inaccurate and malicious." In accuracy I must, in view of Mr. Trevor's letter to you, admit to this extent, that Mr. W. T. Phipps appears quite exonerated in this matter. I would however, put it to your impartial readers whether the Standard Head Office were acting honestly and ingeniously in withholding from me the letter from that gentleman to the Foochow agent quoted in Mr. Trevor's letter to you, especially in view of the long correspondence which had passed between us? It is now proved conclusively that the question of bonus was raised by me at the time and referred to the Shanghai Chief Agent, though not, as I believed direct, by me but through the Foochow agent. It would be interesting to know in what terms the letter from the latter was couched which drew forth the reply which Mr. Trevor quotes.

I have only further to add that Mr. W. T. Phipps' letter was not shown to me and that I was informed by the local Agent, as a reply coming from the Chief Agent that the over-rate of premium for residence in China would be made up to me (if I survived) by increased quinquennial bonus. This statement appeared to me on the face of it quite reasonable, and it was on that understanding that I took out the Policy.

The "inaccuracy" spoken of by Mr. Trevor does not seem a very serious one considering that it referred to a transaction which took place 15 years ago.

I am sincerely glad that the former Chief Agent is entirely exonerated and trust that you will publish this letter which I think will convince you and your readers that there was neither malice nor intentional inaccuracy in my communication to you.—I am, dear Sir, Your faithfully,

R. W. MANSFIELD.

THE PROPOSED GOVERNMENT NOTE ISSUE.

The following letter addressed by the Committee of the Hongkong Chamber of Commerce to the Government has been forwarded by the Secretary of the Chamber for publication:—
Hongkong Chamber of Commerce,
27th May, 1909.

SIR,—With reference to your letter of the 15th April, 1909, (No. 5641/08) on the question of the proposed introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my Committee is not sufficient to enable them to form an opinion as to the proposal and I would beg to be furnished with more details as to enable my Committee to go fully into the question.

The more important points upon which my Committee would like to be informed are:—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging Dollars into Notes and vice versa.
- (a) Whether the Government will have their own treasuries and staff for working the issue.
- (b) If not, what alternative system have they in view.
3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

My Committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to thank His Excellency the Governor for referring the matter to the Chamber.—I have &c.

E. A. M. WILLIAMS,
Secretary.Hon. Mr. F. H. MAY C.M.G.,
Colonial Secretary.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

May 13th, 1909.

THE HEIRS TO THE DUTCH THRONE.

Shortly after mailing my last letter news was received of the birth of a princess and heirress to the crown at The Hague, an event which had been looked forward to with daily increasing anxiety during the preceding three or four weeks. How the notion got abroad that it was due at Easter, nobody seems to know, but it was generally accepted and as day after day passed without the longed-for announcement being made, fears arose that it might come more end in disappointment. All the greater, therefore, was the joy and the excitement when the birth of a princess was proclaimed, and it was added that mother and child were doing well. Although no doubt a little prince would have been more welcome, still the stolid Dutch people rejoiced, men, women and children giving way to wild manifestations of delight such as one would hardly have believed them capable of and I think that, to a certain extent, the whole civilized world shared their feelings. Politically the event is of the greatest importance, as it does, the vexed question of the succession to the Dutch throne, which if the Queen had remained childless, might have become the source of much unpleasantness. Of the seven Christian names which have been bestowed upon the infant princess that of Wilhelmina probably appeals most to the Dutch people, but Juliana is the one by which she is to be called, and it is by no means an inappropriate selection, being that of the famous mother of the great Prince William the Silent, the liberator of the Netherlands from the Spanish yoke and the first Stadtholder of the young republic. It is reported that ten boys and eight girls were born at The Hague on the same day and that two of the latter will be christened Juliana, whilst one will receive the whole of the seven names that have been given to her future sovereign. Last Monday being the tenth day and the last on which an official bulletin was issued, was kept as a holiday; the streets were gaily decorated with bunting in the orange colours and all offices and shops closed about midday. In the evening a procession of children with bicycles, perambulators and various other means of infantile locomotion paraded the streets, followed later on by one of the grown-up population with Chinese lanterns and torches.

THE DEATH OF HERR VON HOLSTEIN.

On the eighth inst. Herr von Holstein, one of Prince Bismarck's intimates and most trusted subordinates died in Berlin. During the siege of Paris in 1870/1 he held an appointment in the Chancellor's office in Versailles, after which he held several diplomatic posts and finally attained the position of chief of the political department in the foreign office. As such he acted as a sort of permanent Under-Secretary of State under Prince Bismarck and his successors; his relations with the former being so close that his remaining in office after the fall of his chief created considerable surprise. But Herr von Holstein held that his duty to the State must not be interfered with by personal considerations and although the Prince is said to have felt his defection keenly they remained on good terms to the last. His influence went on increasing under the following chancellors and although he kept in the background and avoided public notice as much as possible, he was the real mover in foreign policy. He is believed to have entertained strong feelings of distrust, not to say of hostility, to France, and the Moroccan difficulties are generally laid to his charge. His retirement was not altogether voluntary, for having during the illness of Prince Bismarck, as was his practice when meeting with strong opposition in any quarter, tendered his resignation as a means of carrying his point, the same went straight to the Kaiser who, much to Herr von Holstein's surprise, accepted it. This took place three years ago, but in no wise affected his friendly relations with the Chancellor, whose policy he is supposed to have inspired on several subsequent occasions.

HAMBURG COLONIAL INSTITUTE.

The first half-yearly term of the Colonial Institute in this city ended at Easter and its results are considered eminently satisfactory. 56 students matriculated, of which some twenty are from the colonial and navy department in Berlin, besides which 45 other hearers attended the various courses of lectures. A considerable increase is looked for during the present term, as a number of candidates for the consular service have been sent to Hamburg by the Foreign Office for the purpose of gaining a practical insight into the overseas trade, several of the leading firms having offered to give them every facility for doing so in their counting houses. They will at the same time attend the lectures at the Colonial Institute, whilst negotiations with a view to the admission of junior employees of other government departments, such as the imperial post office, are proceeding. That the Institute is attracting attention abroad is proved by recent visits of members, lecturers, and students of the Belgian "Institut commercial des Industries du Hainaut" and by the desire expressed by the British Government to be allowed to send over a member of the Colonial Office for a careful study of the Hamburg Institute and its organization.

THE EXECUTIVE COMMITTEE HAVE ENTERED INTO COMMUNICATION WITH THE GOVERNORS OF THE GERMAN COLONIES.

With various colonial and scientific bodies at home and abroad, and through the commercial assessors with numerous chambers of commerce, exporters and manufacturers, collecting a vast amount of information to be sifted and classified later on.

The object of the Institute being not only the training of young men for the practical work of life in the colonies, as government officials, merchants, engineers, farmers &c., but the

promotion of scientific investigation and research as well, the committee have decided to extend their programme, for which however the present teaching staff seems inadequate. They have therefore addressed a request to the Senate for the endowment of seven additional chairs, one of which is for African and one for East-Asiatic subjects. With regard to the latter, the commercial assessors attach special importance to the study of the Chinese language and chief dialects by business men going out to the East, so that firms abroad may be enabled in time to dispense with the services of the compradors whom they have been obliged to employ hitherto in dealing with native merchants. The other five professorships are for German, archaeology, mathematics, engineering, roadmaking, the construction of bridges &c., tropical agriculture, cattle-breeding, veterinary medicine &c. The appointment of an assistant lecturer on the biology of fishes is also recommended.

The Senate has approved the proposals and asked the Bürgerschaft to vote an additional subsidy of M. 100,000. for the purpose which will no doubt be done without meeting with serious opposition.

THE CORPUS CHRISTI FESTIVAL AT THE R.C. CATHEDRAL.

In accordance with a wish expressed by His Holiness the Pope, a Triduum will precede the feast of the Corpus Christi at the Roman Catholic Cathedral, commencing on Friday next the 11th instant, and concluding on Sunday the 13th. The latter date has been fixed by the Right Rev. Bishop Pozzoni, Vicar Apostolic of Hongkong, instead of the proper day the 10th, in order to give every facility to all Roman Catholics to attend Church on that day.

During the Triduum there will be General Communion daily from 6 to 7.30 a.m. and His Lordship the Bishop will preach each evening at 5.30 o'clock, the texts proposed for his sermons being the following:—

First day—"All iniquity is sin, and there is a sin unto death" (St. John 5-17); "And Jesus said to them: I am the Bread of life...if any man eat of it, he may not die." (St. John 6-51).

Second day—"Decline from evil and do good" (Ps. 36-22) "Without me you can do nothing" (St. John 15-5).

Third day—"What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16-26). "He that eats my flesh and drinks my blood has everlasting life" (St. John 6-55).

ON SUNDAY THE 13th INSTANT AT 8 a.m. there will be a Solemn High Pontifical Mass at which His Lordship Bishop Pozzoni will officiate, assisted by the clergy of various Roman Catholic denominations and the Seminarians. During the Mass the Rev. Fr. Agostini Plascek, the Military Chaplain, will read and explain the gospel of the day in a short sermon. The Holy Sacrament will be publicly exposed in a rich monstrance the whole day, and at 5 p.m. Solemn Vespers will be sung by the officiating clergy, responded to by the Sanctuary and Choir of St. Joseph's College. Immediately after the Vespers the Holy Sacrament will be carried by the Bishop in procession round the Cathedral compound accompanied by the Band of the "Philharmonia."

ON RETURNING TO THE CHURCH the Bishop will preach his third sermon. Then, attired in his Pontifical robes, he will intone the Te Deum laudamus which will be responded to by the Choir. In conclusion the Bishop will administer the Benediction of the Holy Sacrament to the whole congregation whilst the Choir will sing the Tantum ergo and the Laudate Dominum.

THE chapel to the gospel side of the main altar is being installed with electric light at the at the vest of the members of the Apostleship of Prayer for the forthcoming feast of the Sacred Heart of Jesus on the 18th instant.

Prior to the Pontifical Mass a new Banner consecrated to the Blessed sacrament will be blessed. The members of the Confraternity of this title are having this new banner made at the Italian Convent, its cost to be defrayed by a subscription among them. It is to bear a representation of Our Lord administering the Holy Communion most artistically painted on white silk by Mr. M. Baptista, to whom the Roman Catholic community have been indebted for similar much appreciated services in the past. The attendance of all Roman Catholics in the Colony is earnestly desired at this festival.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for Thursday.

The business includes consideration of the following resolution. "It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three Dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909."

The orders of the day are:—

First reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

First reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

First reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

Third reading of the Bill entitled An Ordinance to authorize the appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1908.

Committee on the Bill entitled An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong.

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EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY.

COMMERCIAL DEPRESSION IN THE FAR EAST.

At the 71st half yearly general meeting Sir J. Wolfe Barry (the chairman) stated that the increase of £2,473 in the revenue for the half-year ended December 31 last compared with that for the corresponding period of 1907 was more apparent than real, as the revenue for the past half-year included £10,000 which the company earned over the Tasmanian cables in previous years, but for which the Australian Federal Government refused to account until the High Court. If this exceptional revenue were deducted the figures showed an actual decrease for the half-year of nearly £8,000, which was owing to the commercial depression that had prevailed from some time past in all parts of the Far East. He was, however, inclined to think, from slight indications of improvement recently noticeable in the Straits Settlements and elsewhere, that they had seen the worst of this depression, and he ventured to hope that before very long the financial situation in the countries served by the company's cables would improve. The working expenses for the half-year were £2,696 less than those for the December half of 1907. The balance of cost of the Java-Coccos cable, amounting to £3,710, had been debited during the past half-year to the general reserve fund, together with £1,519 for the partial renewal of the Singapore-Batavia cable, leaving £1,034,345 to the credit of this fund. The company's cable steamer *Futaba* ran to a shoal when proceeding last autumn to a cable repair in the Netherlands Indian archipelago. Thanks, however, to the valuable help rendered by the Netherlands Indian Government in promptly sending one of their warships to the assistance of the *Patrol* and to the other facilities available, the steamer was got off the shoal in a comparatively short time without sustaining material damage and at a very small cost to shareholders. They desired to record their acknowledgments to the Netherlands Indian Government for their assistance, also for several other instances of their good will towards the company. When addressing the shareholders six months ago he referred to the company's unsatisfactory relations with the Australian Federal Government and to the necessity for closing their Tasmanian stations when the concession giving the company exclusive rights of cable communication between Australia and Tasmania expired, unless some arrangement were previously made with the Government on that subject. Unfortunately, the latter event had not taken place, and their Tasmanian stations were therefore closed on the 30th ult., when the concession expired, and the two cables recently laid by the Government between Australia and Tasmania were opened for traffic. The cable communication between these countries was consequently now carried on by the Government, and the company's cables would be picked up when a suitable opportunity occurred in order that they might be utilized elsewhere. He concluded by moving a resolution.

The Marquis of Tweeddale seconded the resolution, which was carried.

PHILIPPINE TRADE.

The latest complete statistics of the trade of the Philippines show that no very great change has taken place either in its volume or direction during the occupation of the Archipelago by the United States. The imports of 1900 were twenty millions of dollars, and in 1908 thirty millions, figures which, taken by themselves, suggest a solid increase. In 1902, however, they were thirty millions, and in each of the two following years, thirty-three millions. Similarly, the nine years exports rose from nineteen to thirty-two millions, but the latter amount was twice exceeded during the intervening years. The conclusion to be drawn is that the Islands have settled down to normal conditions after a period of disturbance, but that much progress otherwise has not been made. Imports from the United States have trebled, rising to five millions of dollars, and exports to the United States have doubled, rising to two millions. In 1900, a total of 1900 to ten and a half millions in 1908, a total of 1908 to six years. Indeed the failure to advance during these six years is rather remarkable, in view of the decrees making trade between America and the Philippines coasting trade. During the period covered by these returns imports from the United Kingdom rose from three millions to six, and exports to the United Kingdom from six millions to nearly nine, a figure exceeded twice previously. In 1908, therefore, the United Kingdom sold more to the Islands than did the United States, while her purchases were about fifteen per cent. less. Examining some of the chief items we find that the United States and the United States shared the imports of flour in equal proportions; that the United Kingdom imported three-fourths of the cotton cloths, or about six times as much as did the United States, whose sales were fifty per cent. less than in 1907; that the United Kingdom also supplied three-fourths of the iron and steel, and nearly the same proportion of the other goods being traded. Of boots and shoes, however, the United States has almost a monopoly, Spain being her only rival, and the United States and the Dutch Indies shared equally the trade in petroleum. The Philippines depend so much on their hemp that falling prices in 1908 caused a "slump" in trade generally, but this was mitigated by a good year in sugar and copra. The United States had the Philippines formerly upon her by a claim of a debt due to civilization for the fulfillment of a debt due to civilization. Still no doubt her people expected at least partial compensation from trade, so far they do not seem to have got it.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 12.15 p.m.—The barometer has fallen slightly over the S.E. coast of China and the Loochoos, and risen moderately over the N.E. coast of China and N.E. Japan.

The depression lying over Hokkaido yesterday has moved away Northeastwards. A new depression has appeared over E. Manchuria.

The highest pressure is shown over the Pacific between the S. Loochoos and the Bonins.

The returns from the Yangtze stations are not in hand.

Light or moderate S. to S.W. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.1 inch.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S. to S.W. winds, light or moderate fine.

Formosa Channel Same as No. 1.

South coast of China Same as No. 1.

Hongkong and Loochoos Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

A TARDY CLAIM.

INTERESTING ACTION IN AMERICA.

An interesting echo of the Taping rebellion comes from New York where Newberry D. Lawton, who was sailing master of the victorious cup defender *Reliance*, has brought suit in the Surrogate's court for a share of the \$368,000 which the Chinese Government paid for the suppression of a rebellion in one of its provinces in 1859. That rebellion was suppressed by General Frederick T. Ward and Cyrus Lawton, who organized a force and marched against the insurgents. Long after the death of both Ward and Lawton the reward as part of Chinese indemnity fund in the recent Boxer uprising was paid to Mrs. Georgina Ward Amidon, widow of Henry C. Ward, who was a son of the General.

Newberry Lawton was a son of Cyrus Lawton and a partner of General Ward in the suppression of the rebellion and now demands an accounting of this award and his share. He declares that his father was to have received 10 per cent of whatever the Chinese Government paid.

The *Directory and Chronicle* has the following reference to the incident:—At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band partly composed of deserters from foreign ships and rowdies of all nations, who had congregated at Shanghai, with whose help he drilled a regiment of natives. This force, notwithstanding its unpromising composition, obtained under Ward a considerable measure of efficiency, and did good and useful service. This has been acknowledged in a manner unusual, where foreigners are concerned, with the Chinese authorities, who after his death named in the city of Sankiangfu a temple to his memory, where services are still maintained. After Ward was killed the force passed under the command of another American of the name of Burgevine, who proved unfaithful to his flag and subsequently transferred, his services to the rebels. The Imperial Authorities found it impossible to control these raw and undisciplined forces, and at their earnest request Admiral Sir James Hope consented to the appointment of Major, afterwards General Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taping would never have been overcome but for the assistance of "The Ever Victorious Army," as this hastily-raised band was named.

Amongst other services they regained possession of the important city of Soochow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of those best capable of judging being of opinion that the civilization of the Empire would have had a much better chance of progressing had the decaying dynasty been overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost any terms with the Taping rebels. A monument in memory of the fallen officers of this regiment which for many years stood at the north end of the Bund at Shanghai has recently been transferred to the Public Garden. From 1860 to 1866 one British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

THE RICE TRADE OF SAIGON.

Commercially Saigon owes its importance to the rice trade, which is mainly in the hands of the Chinese, for the Annamite is content to cultivate his fields and let others arrange for the result of what can only by courtesy be called his industry. The rice, through which the Mekong, Tonkin and Saigon rivers find their way to the sea, are one vast rice field. In addition to the numerous months and natural cross-channels (arroyos) of these three streams canals help to make the transport of the rice easy. Saigon is the centre of a very large river traffic in consequence, the most important point being Mythe on the Mekong. The steamers of the Messageries Fluviales carry mails and passengers for which they receive a large government grant, but their real work is done by thousands of small launches, junks and native craft of all shapes and sizes. In 1907 after several lean years there was a bumper rice crop, and Indo-China exported over £6,000,000 worth of rice. Her whole exports that year were just over £1,000,000, so rice accounted for nearly two-thirds of the total. The next most important articles were tin, dried fish and cotton thread. The rice goes mainly to China, Japan and the Philippines. Not only does the Chinese as a middleman, get a large share in the profits of the export trade, but he is the shopkeeper of the country he benefits again by the power of purchasing foreign goods which a good harvest gives the native. In the year under consideration the imports amounted to £11,400,000, of which the greater part passed through Chinese hands before reaching the consumer, though the initial distribution is done by European houses, French or German. The nearness of Indo-China and the unenergetic character of its people make it a magnificent field for Chinese enterprise, and despite a high poll-tax and the Government policy of giving all the work possible to Annamites, the Chinese continue to pour in.

THE OIL TRADE.

The Calcutta *Statesman* comments as follows on some recent events in the oil trade:

Of considerable importance to oil-consumers in India has come to hand by the Mail. According to advice from Glasgow an agreement has been entered into between the Burma Oil Company and the Asiatic Petroleum Company which will result in bringing rate-cutting in the East to an end. The companies concerned, it is added, will raise their prices 30 per cent. while the Burma Oil Company now being secured of the success of the pipe line laid down from the oil-fields to the sea-board have intimates to the Irrawaddy Petroleum Company that the arrangement under which the latter carry oil down the river to Rangoon will terminate June. The Burma Oil Company, according to information derived from the same source, had during the past twelve months earned profits amounting to over a million sterling. While the shareholders may have good reason to be gratified at the prospect of still greater profits as the result of the increased prices, the consumers in India has no such reason for elation, and if the statement that the price of oil is to be advanced by nearly one-third proves correct, the satisfaction evoked by the failure of the Standard Oil Company to obtain a footing in Burma is likely to be considerably modified. Another development of no small importance is the flotation in London of the Anglo-Persian Oil Company, with a capital of two millions sterling. This enterprise, however, is not to be looked upon as a rival of the Burma Oil Company. On the contrary, the Anglo-Persian

ECZEMA MADE SKIN PEEL OFF

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"My baby had something like a rash come out all over him. He made him very fretful and crying night and day. The doctor did not tell what it was but the nurse said it was eczema. It was like small pimples under the skin and all the skin came off with the scratching and the doctor's ointment made it peel, then it came out worse than ever. I tried the doctor's ointment for some time but it did not seem to get any better. I used two boxes of Cuticura Ointment and Cuticura Soap and cured him. I have not seen anything on him since. He had the skin trouble ten weeks. I feel sure that Cuticura Soap and Ointment cured him and I am still using Cuticura Soap. I was very pleased to have found out that Cuticura was a great skin healer. Mrs. Stone, Fonthill House, near Salisbury, Wills, Eng., Oct. 12 and 18, '08."



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RESERVE FUNDS:—
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£1,500,000 at 2/—\$15,000,000
SILVER \$14,500,000

RESERVE LIABILITY OF PROP'ORS \$29,500,000
RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. W. J. GIBSON, Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
J. W. BARDOW, Esq. E. SHILLIN, Esq.
E. G. BARRETT, Esq. R. SHEWAN, Esq.
C. S. GABBAY, Esq. H. A. SIEBS, Esq.
W. HELMS, Esq. H. A. W. SLADE, Esq.
C. F. LONZMANN, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON AND COVENTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two
per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.

LONDON BANKERS—LONDON AND CHINA BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.

J. E. M. SMITH,
Chief Manager.
Hongkong, 2nd June, 1909. {20

HONGKONG SAVINGS BANK.

THE Business of the above Bank

INTEREST on deposits is allowed at
per cent. per annum.
Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on **FIXED**
DEPOSIT at 4 per cent. per annum.

BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [2]

NEDERLANDSCH-INDISCH
HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK)

Authorised Capital Fl. 15,000,000 (£1,250,000)
 Subscribed Capital Fl. 10,000,000 (Paid up)
 Reserve Fund Fl. 2,200,517.37 (£183,377.11)

HEAD OFFICE: AMSTERDAM.
 L. A. D. A. S. J. A.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description Banking and Exchange business, receives monies in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months	4% per annum.	
6 do.	3½% do.	
3 do.	3% do.	

No. 16, Des Voeux Road Central.
Hongkong, 3rd November, 1903. [23]

ON SALE.

MAIL TABLES

FOR 1909.

Shows the dates of departure of the Mails to Europe and America, and the dates of the expected arrival at their destinations, as well the dates of return Mails.

Mounted on Card 30 Cents

On Sale at the Hongkong Daily Press Office.

12 months	4%	per annum.
6 do.	3½%	do.
3 do.	3%	do.

FOR 1909.

Office.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 440 to 500,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 3rd June, 1909. [1]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"
having arrived from the above Port. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 15th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

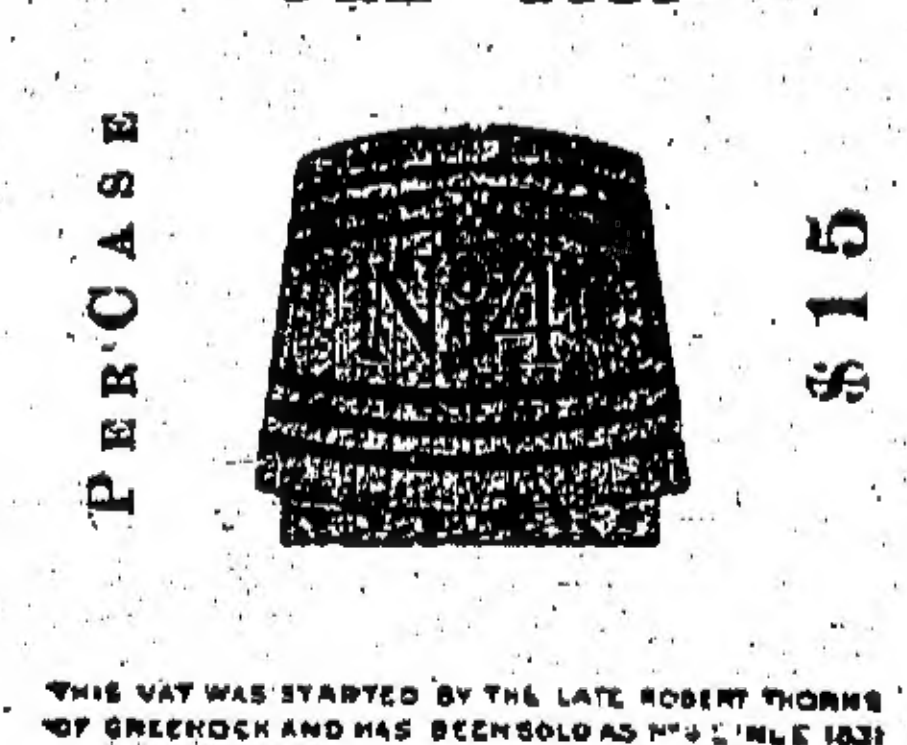
No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.

Hongkong, 5th June, 1909. [4]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

ON SALE.

THE FIFTY YEARS ANGLICAN CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 72nd CYCLE TO THE 50th YEAR OF THE 76th CYCLE.

PRICE 22 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500
II. Fire Funds 5,065,374 15 7

The undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st July, 1908. [1019]

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
190 B. Lits 15.50

CARLOWITZ & Co.,
Sole Agents,
No. 2, Colmaught Road, Central.

MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irritations. Thousands of ladies always keep a box of Martin's Pills in the house, and when the first sign of any irregularity of the system, a timely dose may be administered. Those who use these pills recommend them, because they ensure regularity of the system, and prevent the occurrence of all the evils which attend irregularity of the system. All Chills, Colds, Headaches, Stomach Disorders, etc., are cured by the use of these pills.

MARTIN'S APOLLO STEEL PILLS

The World's Family Medicine.

A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain.

The wise keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.

BEECHAM'S PILLS

BEECHAM'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will be restored.

They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.

ADVERTISE

Newspaper Advertising is the best of all publicity and the "HONGKONG DAILY PRESS" is the best medium in South China for Merchants and other business people who desire to reach the Purchasing Public.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. Always select the best. It pays in the long run. The difference in cost between good and bad printing and material is not great.

THE "HONGKONG DAILY PRESS" PRINTING WORKS turn out the Best Printing at Reasonable Prices. Let your Printing, Paper and Ink be as good as care and skill can make it.

SCIENTIFIC MISCELLANY

AN EXPLORATION AWAITING A. CARNEGIE—AN AMPHIBIOUS BICYCLE—CURING COLOR-BLINDNESS—THE GAS MANTLE HEATER—TWO SOURCES OF METEORITES—UNCERTAINTY IN FILES—ANOTHER WRONG OLD THEORY—FAULTY MAILS REMEDIED—SCIENCE AIDING THE MINERS.

Engineers have probed the earth only to a depth of about 6,500 feet below the surface, and Camille Flammarion has lately renewed his old suggestion that a great exploration shaft should be sunk to the utmost possible depth in a thorough investigation of the crust of our planet. This pit should be 200 or 300 yards in diameter, cased with a massive iron ring. The heat increases at an average rate of one Centigrade degree for every 108 feet, and the temperature of boiling water might be expected at a little less than two miles, but the boring should go much deeper. The land in France, as well as certain plains of Belgium, Holland and Romania, should have favorable spots for excavation. Such an undertaking would offer unknown possibilities of practical and scientific results, geological and paleontological curiosities, iron mines, copper mines, precious metals, veins of gold, platinum, silver, radium, etc., and multimillionaires with a dread of dying rich have here an opportunity of acquiring fame and adding to human knowledge.

The amphibicycle, the novel machine of a Lyons mechanic, for travelling on land or water, is a bicycle mounted between two cylindrical steel floats 8 feet long and a foot in diameter, a propeller and a rudder being attached. In water, the rear wheel of the bicycle operates a friction wheel to drive the propeller. On land the floats, etc., are raised so as not to touch the ground, and the bicycle carries them along as it travels in the usual way. The total weight is about 270 pounds. The machine has travelled readily on ordinary roads, and easily made 5 or 6 miles an hour on the Saone.

Late experience has shown that the colour blind may be taught to name ordinary colours correctly, although they may not see colors as others do. A conductor on the Southern Railway was discharged for colour blindness, when he began to study colored wools and paints, and in five weeks passed a rigid color examination without a mistake. Dr. Brawley has overcome the disadvantages of colour blindness in other persons by a like course of colour study.

The incandescent gas mantle is modified into a heating radiator by Marcel Delage, a Paris engineer. A tube of asbestos thread, of open mesh, is formed on the same mold as the gas mantle, and is cut to proper length and the top drawn together to form a head. Greater solidity is given by dipping into silicate of soda, then drying and calcining on a gas burner. It is next dipped into nitrate of cerium solution and again dried and calcined, this treatment being essential, as the great heat radiation is due to the cerium salt. The completed mantle may even be dropped on the ground without breaking. In use, it is suspended over a blue flame, six in a row in an open-front stove form of radiator being an effective arrangement, and it heats quickly, making the best use of gas heat by radiating a large part of it horizontally. The bright glow of the mantle gives an attractive and cheerful appearance to the radiator.

There is good reason for believing that the moon was torn out of the earth, the Pacific Ocean being possibly the remaining scar, and it appears that the stony fragments, Prof. T. C. Chamberlin thinks, may have been projected into space in the great cataclysm and are even now returning as meteorites. Of the two chief classes of meteorites, the stony ones are found by Prof. W. H. Pickering to be all explained by this theory, while some of the iron ones may have had the same origin. Unlike the stony meteorites, however, the metallic ones seem to be associated with comets and star showers, coming from more distant regions of space, and falling with greater velocity. The meteoric stone and iron are about equally represented in museums. Many more stones are actually seen to fall, however, and, as they soon decompose and are not easily recognized, they may have been more numerous in the past than now. Of the 29 elements found in meteorites, all are terrestrial.

An astonishing variation in the efficiency of files has been shown by a new testing machine. Five files were worn out in almost exactly the same number of strokes—about 110,000—but the amounts worn away were respectively 44 115, 18, 23.5 and 38.3 cubic inches. The variations are more marked on cast iron than on steel. Various factors determine the cutting efficiency, but with differences so great the use of a poor file may change a profitable piece of machine work into a losing one. There is evidently room for progress in the scientific making of the old and familiar file, as well as in their grading.

The heating of a greenhouse by the sun is usually explained by the fact that glass permits the passage of light rays, but is almost impenetrable to heat rays, so that as the light falling upon the enclosed objects is converted into heat and partially reflected, the reflected rays cannot escape through the glass. Thus the heat accumulates. To test this long established theory, Prof. R. W. Wood blackened two pasteboard boxes, and covered one with a plate of salt, which readily conducts both light and heat, and the other with glass. The salt-roofed box became even warmer than the other, this being true also when the heat was first filtered from sunshine through glass. The conclusion is that the ground and other objects are heated by the incident rays, and that this heat is then spread by convection currents, but, as the confined air

cannot mix and circulate with the outer air, it concentrates a larger amount of heat.

A remedy for faulty acoustic properties in large halls has been discovered by Gustave Lyon after long research. The great hall of the Trocadero, the largest in Paris, is a notorious bad example, and the echo heard in some parts of the hall, especially at the president's box, made it almost impossible to understand a speaker. The treatment applied has given a wonderful improvement. The surfaces giving the echoes were first located by an ingenious method, and then received a double covering of pieces of cloth spaced a few inches apart. While the double cloth was found to be effective, the reason that the single cloth does not deaden the echo is yet to be learned.

The mine-testing laboratory established at Lievin, Department Bas-de-Calais, France, has been provided with a first-cost allowance of \$70,000, with an annual appropriation of \$15,000. Greater safety in mining is sought by a study of coal-dust explosions and their prevention, the control of the stability of explosives, mine lamps and electrical apparatus, safety and rescue appliances, and all other pertinent problems. Special attention will be given to the investigation of serious mining accidents in other countries as well as in France.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st June—

CITY AND HILL DISTRICT WATER WORKS.	1908.	1909.
Below overflow. Below overflow.		
Tytan 53 ft. 10 in.	54 ft. 3 in.	
Tytan Byewash 24 ft. 11 in.	24 ft. 3 in.	
Tytan Intermediate 2 ft. 7 1/2 in.	20 ft. 5 1/2 in.	
Pokfulum 21 ft. 2 in.	21 ft. 7 1/2 in.	
Wong-nai-chung 22 ft. 8 in.	24 ft. 5 in.	
STORAGE GALLONS.		
Tytan 75,200,000	73,920,000	
Tytan Byewash 696,000	966,000	
Tytan Intermediate 181,379,000	93,027,000	
Pokfulum 2,200,000	21,375,000	
Wong-nai-chung 8,091,000	6,975,000	
Total 287,566,000	202,267,000	

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF MAY.

1908.	1909.
Consumption 143,580,000	118,370,000 gallons
Estimated population 206,760	208,560
Consumption per 224	18.3 gallons
Constant supply in all districts during May 1908. Interim supply by Rider mains in Rider main districts during May 1909. The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.	

KOWLOON WATER WORKS.

LEVEL.	1908.	1909.
Below overflow. Below overflow.		
Kowloon Gravitation Reservoir 29 ft. 3 in.	33 ft. 0 in.	
STORAGE GALLONS.		
Kowloon Gravitation Reservoir 116,500,000	95,100,000	
CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF MAY.		
1908.	1909.	
Consumption 22,261,000	23,826,000 gallons	
Estimated population 82,900	87,700	
Consumption per head per day 8.6	8.7 gallons	
The Government Analyst reports that the water is of excellent quality.		
Public Works Department.		
W. CHATHAM.		
Water Authority.		

THE ROYAL ASIATIC SOCIETY.

The anniversary meeting of the Royal Asiatic Society was held under the presidency of Lord Reay last month at the rooms in Albemarle Street, London.

Sir Ernest Satow, in moving the adoption of the report, said that among the elements of new life in Japan there had arisen in recent years a very excellent school of writers who were bringing the scientific methods of the West to bear upon historical research.

Sir Richard Temple, in seconding, referred to the deputation to Mr. Ruchman on the question of preserving the Indian Museum as a separate entity. He said he believed the ultimate result of the movement for its retention would be the establishment of an enlarged and improved Indian Museum, of which they would have no reason to be ashamed. (Cheers.) But the society and cognate bodies interested must keep the question to the front, and on no account relax their efforts.

Lord Reay, alluding to the so-called subject, said he hoped that a really satisfactory museum would be established, and that among its new exhibits would be part of the extraordinarily valuable archaeological collection brought from Central Asia by Dr. Stein. It was absurd to send out gentlemen like Dr. Stein to face constant hardship and frequent danger in desolate and inhospitable regions, to applaud their achievements at meetings on their return, and yet to fail to provide suitable accommodation for the deposit of the collections which they brought back with them. (Cheers.)

Mr. W. Irvine was elected a vice-president, and Sir H. Mortimer Durand, Mr. Gustav Sir Charles Lyall, Professor A. A. Macdonell, and Mr. Sewell were elected to the council.

THE ANNUAL DINNER.
The annual dinner of the Society was held at the Hotel Cecil under the chairmanship of Lord Reay, the president. The large company included the Chinese Minister, the Japanese Ambassador, Sir Robert Hart, Sir Ernest Satow, Sir Raymond and Lady West, Sir Richard Temple, Sir James and Lady La Touche, Sir Douglas, Sir W. Lee Warner, Sir A. N. Wollaston, Sir Charles and Lady Lyall, Sir H. Jennings, Dr. A. M. Stern, the Hon. Pender Reeves, Mr. E. R. P. Moon, Dr. and Mrs. Grierson, Mr. and Mrs. Amner Ali, Dr. Corington, Mr. J. F. Fleet, Mr. and Mrs. J. Kennedy, and Miss Hughes (secretary). Sir Robert Hart proposed the toast of "The Society." Lord Reay, in replying, said he wished he could allude to some detail to the labours of the Treasury Committee, over which he presided, on the organization of Oriental studies in London. For some reason, he could not tell why, the report of the committee had not been published, although it was signed so long ago as December 21. Sir W. Lee Warner gave the toast of "The Visitors," for whom the Japanese Ambassador responded.

DEATH OF MR. H. G. JAMES.

UPS AND DOWNS OF EASTERN LIFE.

With the death of Mr. Horatio G. James, which occurred at his home in Syed Ali Road, at 2.30 p.m., yesterday, says the "Straits Times" of the 29th ult. after a brief illness, Singapore lost a man of excellent parts who was known here only by many older residents, but who had loomed large in the early days of Hongkong's commercial life. He first came to the Far East in a sailing ship to join the firm of Jardine, Matheson & Co., of Hongkong, in which his great abilities and his many excellent personal qualities led to his rapid advancement. In 1873 or 1874 he left that firm to go into business for himself with Mr. George Stevens, which partnership lasted for seven or eight years during which Mr. James accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunate enough to lose most of his earnings subsequently through unskilful share transactions, into which he had entered while with and after leaving Mr. Stevens and setting up in business for himself.

AS PLANTER.

About twenty years ago, Mr. James came to Singapore and went into pineapple canning, but found it was not sufficiently profitable and gave it up in favour of the poultry business, while his rubber plantation was growing. He purchased a small plantation in Syed Ali Road, when that at present popular residential district was quite a jungle, traversed by a cart track which was exceedingly difficult of negotiation with rickshaws, and soon established himself as a reaver of high quality of poultry and especially turkeys, for which he found a ready sale on the steamer, while eggs bearing his stamp were known as the best to be had in Singapore, by the stewards of all the passenger lines touching at this port. Though this business was not heavily remunerative, it served to support Mr. James in comfort till his rubber trees came into bearing. For a few years past, he has been manufacturing large quantities of rubber, both from his little plantation in Syed Ali Road, and also from a plantation in Kota Tinggi, Johore, in which he was interested together with Mr. H. Abrams.

FAILING HEALTH.

Mr. James has been in broken health for some years and has never fully recovered from the great shock given him by the death of his wife, which occurred nearly three years ago. He was attended by Dr. Lim Boon Keng in his last illness. He was of a deeply affectionate nature and has continued to mourn her decease till the day of his own demise. He was an exceedingly generous man, often too much so for his own good, and was many times the prey of the unworthy and the designing. Though acquainted with the three leading European languages, as well as with Malay and one or two dialects of Chinese, he was of a retiring disposition, not fond of social life and best satisfied when at his own hearth and surrounded by his books, of which he had a large library.

QUAINT PAINTINGS.

The walls of his house contain many quaint paintings, mostly of marine scenes, the product of the brush of his father, Commander Henry James, R.N., who served against the pirates in the Straits of Malacca, in 1836, on H.M.S. Wolf, as well as had many other adventures in widely divergent parts of the world. The life of the Commander, from the pen of his only surviving child, Miss Edith A. James, the sister of the deceased, who is now in London, was published by Messrs. Spottiswoode & Co. in 1899.

Mr. James left no relatives in this part of the world, but his affairs are being looked after by Mr. S. Vincent, an old friend of thirty years standing, who has been with him, with Mrs. Vincent, during his last hours.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Anhui* left Shanghai on the 6th inst., and is due here on the 11th inst. The str. *Separa* left Singapore on the 6th inst., and may be expected here on the 11th inst.

The I.G.M. str. *York* carrying the German Mails with dates from Berlin of the 19th ult., left Colombo on Saturday the 5th inst. p.m., and may be expected here on or about the 16th inst.

The Bank Line str. *Kumeric* sailed from Seattle to Hongkong via Japan and Manila on the 3rd inst.

The P.M. str. *Siberia* arrived at San Francisco on the 31st ultimo.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."	
A.1. A.B.C. and Engineering Code Use NEW DOCK NOW OPEN.	
DOCK No. 3.	
Extreme Length 722 feet	
Length on Blocks 714 "	
Width of Entrance on Top 964 "	
Width of Entrance on Bottom 884 "	
Water on Blocks at Spring Tide 344 "	
DOCK No. 1.	
Extreme Length 523 feet	
Length on Blocks 513 "	
Width of Entrance on Top 88 "	
Width of Entrance on Bottom 77 "	
Water on Blocks at Spring Tide 64 "	
DOCK No. 2.	
Extreme Length 371 feet	
Length on Blocks 350 "	
Width of Entrance on Top 66 "	
Width of Entrance on Bottom 53 "	
Water on Blocks at Spring Tide 22 "	
PATENT SLIP.	
Suitable for vessels up to 1,000.	

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand. The powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service.

Short Notice.

THE DIRECTORY AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

SHIPPING IN PORT.

STEAMERS.

AINARU MARU, Japanese str., 2,466, O. Kita-shima, 3rd June—Mojji 27th May, Genl—Ataka.	
ASCANIER, German str., 1,291, Clansburg, 3rd June—Wuhu 28th May, Rice—Hamburg—America Line.	
TRANSAT, American str., 1,490, Brida, 26th May—Manila 23rd May, Sugar—Baretto & Co.	
BORNEO, German str., 1,344, Sembill, 31st May—Saidai 25th May, Genl—Timber—Melchers & Co.	
BOURBON, French str., 998, Le Laif, 6th June—Saigon 2nd June, Rice—Chinese.	
BUJAN MARU, Japanese str., 1,304, Y. Fueno, 4th June—Shanghai 31st May, Fookow, Amoy and Swatow 3rd June, Genl—Osaka Shosen Kaisha.	
CATHERINE ANCAR, British str., 1,737, G. F. Hudson, 29th May—Calcutta and Straits 13th May, Genl—D. Sassoon & Co.	
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, Genl—Butterfield & Swire.	
CHUPHONG, British str., 1,199, F. Mooney, 6th June—Tientsin 30th and Chefoo 31st May, Genl—Jardine, Matheson & Co.	
CHOWTAT, British str., 1,115, Mollerup, 3rd June—Bangkok 26th May, and Swatow 2nd June, Rice—Butterfield & Swire.	
EMPIRE, British str., 2,843, P. T. Helms, 3rd June—Melbourne via Manila 1st June, Genl—Gibb, Livingston & Co.	
EMPRESS OF JAPAN, British str., 3,039, H. Peghus, 3rd June—Vancouver 13th May, Mails and Genl—C. P. R. Co.	
GLENNAGAN, British str., 3,809, McGregor, 21st May—Fookow 31st May, Genl—McGregor, Brock & Gow.	
HAIYANG, British str., 1,362, Hodgins, 6th June—Swatow 3rd June, Tea & Genl—Douglas, Lapsack & Co.	
HALVARD, Norwegian str., 1,060, Renneberg, 22nd May—Mojji 16th May—Augsburg, Thorson & Co.	
HANGSANG, British str., 1,356, S. Wilde, 6th June—Shanghai 2nd June, Genl—Jardine, Matheson & Co.	
HOUSTON, German str., 1,103, P. Hong, 25th May—Hilo 20th May, Sugar—Jolson & Co.	
HONGKONG, French str., 742, A. Cornelissen, 6th June—Haiphong and Hocho 5th June, Genl—A. R. Murty.	
HOYOMON, British str., 2,555, R. Bainbridge, 5th June—Singapore 31st May, Genl—Chinese.	
ISCHIA, Italian str., 2,481, Releto Giuseppe, 5th June—Bombay & 17th May, Genl—Carlowitz & Co.	
KAIFUKU MARU, Japanese str., 1,903, Sada, 2nd June—Mojji 27th May, Coal—Nitta Bishi Goshi Kaisha.	
KAREB, Norwegian str., 910, T. Heller, 4th June—Dahly, Rice and Genl—Augsburg, Thorson & Co.	
KUNAGIRA MARU, Japanese str., 1,256, Okichi, 5th June—Mojji 31st May, Coal—Ataka & Co.	
KWANGLO, Chinese str., 1,469, Froberg, 2nd June—Shanghai 30th May, Genl—Chinese.	
LANDRAT SCHEIFF, German str., 2,600, A. Straus, 30th May—Chinking 26th May, Rice—Siemens & Co.	
LYSOUTH, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg—America Line.	
MAUSANG, British str., 1,644, G. S. Weigall, 5th June—Saidai 31st May, Timber and Genl—Jardine, Matheson & Co.	
MEFOO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May, Genl—C. M. S. N. Co.	
MOROGU, American str., 8,750, Henry E. Weston, 1st June—San Francisco 5th May, Mails and Genl—P. M. S. S. Co.	
MONTEB, British str., 2,886, R. Glegg, 22nd May—Mojji 16th May, Coal—Doddwell & Co.	
NANSAN, American str., 1,517, Carter, 29th May—Cavite 26th May, Coal—Jardine, Matheson & Co.	
PAKAT, German str., 1,017, Th. Wenzel, 2nd June—Bangkok 25th May, Rice and Wood—N. D. L.	

SHIPPING.

ARRIVALS.

ANGHIM, German str., 1001, C. Kampel, 7th June—Bangkok and Swatow 6th June, Rice and Timber—Butterfield & Swire.
 HAT CIR, Chinese cruiser, 2300, S. K. Shen, 5th June—Saigon 2nd May.
 HAT YUNO, Chinese cruiser, 2300, Lin, 5th June—Saigon 2nd June.
 KUMANO MARU, Japanese str., 3147, N. Matheson, 7th June—Melbourne 12th May, General—Nippon Yusen Kaisha.
 KWANONG, Chinese str., 1536, W. H. Lund, 7th June—Shanghai 2nd June, General—Chinese.
 LOCKSUN, German str., 1020, W. Taubert, 6th June—Bangkok 30th May, Rice and Meal—Norddeutscher Lloyd.
 LOONGSANG, British str., 1093, Picknell, 7th June—Manila 5th June, General—Jardine, Matheson & Co.
 L. SCHULTZ, German str., 7th June—Canton.
 HUSH, British str., 519, R. W. Almond, 7th June—Manila 5th June, General—Shewan, Tomes & Co.
 TUBURGHAN MARU, Jap. str., 2560, Matsuda, 7th June—Mito 1st June, Coal—Mitsui Bussan Kaisha.
 VICTORIA, Swedish str., 989, Thos. Eckell, 7th June—Hainan and Hainan 6th June, Rice—Waller & Co.
 WAKASA MARU, Jap. str., 2884, N. Nielson, 7th June—Shanghai 4th June, General—Nippon Yusen Kaisha.
 WOLANDER, German str., 2580, Maher, 6th June—Shanghai 2nd June, General—Carlowitz & Co.
 YATSHING, British str., 7th June—Canton.
 YINGCHOW, British str., 1216, W. Fraser, 6th June—Shanghai 3rd June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 7th June.
 Haigang, British str., for Swatow.
 Hainan, Norwegian str., for Bangkok.
 Kwanong, Chinese str., for Moji.
 Kwangtung, Chinese str., for Canton.
 L. Schult, German str., for Chinkiang.
 Peking, German str., for Swatow.
 Polynesien, French str., for Europe, &c.
 Woylunde, German str., for New York.
 Yatshing, British str., for Shanghai.
 Yingchow, British str., for Canton.

DEPARTURES.

7th June.
 CHENGSHING, British str., for Canton.
 FOCKSING, British str., for Shanghai.
 HARGANG, British str., for Canton.
 TOUTANE, French str., for Shanghai.
 WINGANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Yingchow reports: Light S.W. winds and fog.
 The British str. Loongsang reports: Light winds, slight sea and fine weather.
 The Chinese str. Kwangtung reports: Experienced light southerly winds and fine weather with moderate S.W. swell to Hsienhans, thence thick misty fog to Daid Island, thence light airs and calms, fine and clear weather with smooth seas to port.

VESSELS IN DOCK.

June 7th.
 ABREDEEN DOCK.—
 KOWLOON DOCK.—Sumatra, Chan Po, Spir.
 COSMOPOLITAN DOCK.—Asia.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.
 (Fletio and Rubattino United Companies).
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
 (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
 "ISCHIA,"
 Captain Belsito, will be despatched as above on FRIDAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 3rd June, 1909. [4]
 HONGKONG-BOSTON-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at Malabar Coast).
 S.S. "INDRANI" ... On 16th June, to be followed by S.S. "ST. PATRICK" About 15th July.
 For Freight and further information apply to—
 SHEWAN TOMES & Co., General Agents.
 Hongkong, 3rd June, 1909. [77]
 EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
 THE Steamship
 "EMPIRE,"
 Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 4th June, 1909. [820]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & SIG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	—	Bremer	HAMBURG-AMERICA LINE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SURVIA	Ger. str.	—	Selmer	HAMBURG-AMERICA LINE	On 11th inst.
HAYRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Bokhorn	HAMBURG-AMERICA LINE	On 17th inst.
HAYRE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	—	—	MELCHERS & Co.	On 10th July.
MARSEILLES, HAYRE & COPENHAGEN, &c.	CANTON	Fr. str.	—	—	MELCHERS & Co.	About 8th inst.
MARSEILLES, &c. via PORTS OF CALL.	POITRENY	Fr. str.	—	—	MELCHERS & Co.	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielson	NIPPON YUSEN KAISHA	About 12th inst.
MARSEILLES, LONDON & ANTWERP	DEBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SADO MARU	Jap. str.	—	Geo. Andersson	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	W. Dehnen	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, HAYRE & HAMBURG, &c.	SILVIA	Ger. str.	—	Porcellius	HAMBURG-AMERICA LINE	About 30th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 1st July, at Noon.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	MANSU MARU	Jap. str.	—	—	MELCHERS & Co.	On 16th inst., at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	LUZKOW	Ger. str.	—	C. Dawers	NIPPOON YUSEN KAISHA	On 26th inst., at Noon.
TRIESTE &c. via SINGAPORE, &c.	K. P. FERDINAND	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	About 7th inst.
NEW YORK	WOLANDER	Ger. str.	—	Mohr	CALOWITZ & Co., Ltd.	On 22nd inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 12th inst., at 6 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	OSAKA SHOSHUN KAISHA	On 3rd July.
TACOMA via SHANGHAI & JAPAN, &c.	OACAMA MARU	Jap. str.	—	—	DODWELL & Co., Ltd.	To-day, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	TOMA MARU	Jap. str.	—	F. W. Davis	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	—	G. W. Elder	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	P. T. Holmes	CHIEF, LIVERPOOL & Co.	On 9th July, at Noon.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN, &c.	EMPIRE	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 11th inst., at 5 p.m.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	K. Homma	MELCHERS & Co.	About 26th inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at 5 p.m.
NAGASAKI, MOJI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	Jurriane	JATA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TUJIKONG	Dut. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KUMINGHOU	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
TIENTSIN via SWATOW, WEIHAIWEI & CHEFOO	YATSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	About 8th inst.
SHANGHAI	SEGUBA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	HARGANG	Brit. str.	—	A. E. Sandbach	P. & O. S. N. Co.	On 10th inst., at 10 a.m.
SHANGHAI	DEVAHA	Brit. str.	—	W. Hayward, R.N.R.	OSAKA SHOSHUN KAISHA	On 10th inst., at 10 a.m.
SHANGHAI via SWATOW, AMOY & FOOCOW	BUJUN MARU	Jap. str.	—	Y. Fuseno	BUTTERFIELD & SWIRE	On 10th inst., at 10 a.m.
SHANGHAI YOKOHAMA & KOBE	BEASTIA	Ger. str.	—	F. Frazar	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI	WINGANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI YOKOHAMA & KOBE	SIAM	Dut. str.	—	—	MELCHERS & Co.	Middle of June.
SHANGHAI	AMARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SINGAPORE, & SAMARANG	MAITA	Brit. str.	—	G. M. Mostford, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	YORKE	Ger. str.	—	J. Randemann	MELCHERS & Co.	On 20th inst., at D'light
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	LYNAR	Brit. str.	—	Williams	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI	YONORU MARU	Jap. str.	—	K. Soyeda	MELCHERS & Co.	On 21st inst., at Noon.
SHANGHAI MOJI & KOBE	ARMAND BEHIC	Fr. str.	—	Quionnet	HAMBURG-AMERICA LINE	On 22nd inst.
SHANGHAI KOBE & YOKOHAMA	SEGOVA	Ger. str.	—	Sachs	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI YOKOHAMA & KOBE	NAMING	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SHANGHAI YOKOHAMA, KOBE & MOJI	TUJIKONG	Dut. str.	—	P. J. van Emmerick	JATA-CHINA-JAPAN LINE	To-morrow, at 10 a.m.
ANPING via SWATOW & AMOY	SOSU MARU	Jap. str.	—	K. Sugai	OSAKA SHOSHUN KAISHA	On 15th inst., at 10 a.m.
TAMBUK via SWATOW & AMOY	DAISET MARU	Brit. str.	—	T. Katsuraki	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AMOY, MANILA, CEBU & ILOILO	SUNGLANG	Brit. str.	—	G. H. Fensfather	DOUGLAS LAFRANK & Co.	To-day, at 1 p.m.
AMOY & FOOCOW	HAICHING	Brit. str.	—	Pasmore	DOUGLAS LAFRANK & Co.	To-morrow, at 8 p.m.
SWATOW, AMOY & FOOCOW	HAITANG	Brit. str.	—	Hodgins	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	A. W. Outbridge	SHWAN, TOMES & Co.	On 12th inst., at Noon.
MANILA	RUBI	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
MANILA	TAMING	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
MANILA	YUNHANG	Brit. str.	—	A. Somerville	SHWAN, TOMES & Co.	On 19th inst., at Noon.
MANILA	ZAYVO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SANDAKAN	MAYBANG	Brit. str.	—	R. Rodger	MELCHERS & Co.	To-morrow, at Noon.
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
BOMBAY via SINGAPORE & PENANG	ISOLA	Ital. str.	—	B. Kon	DAVID SASSOON & Co., Ltd.	On 10th inst., at Noon.
BOMBAY via SINGAPORE & COLOMBO	YEROSHI MARU	Jap. str.	—	G. F. Hudson	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	Bradley	—	—
SINGAPORE, PENANG & CALCUTTA	KUNANG	Brit. str.	—	—	—	—

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4657	F. W. Davis	On 1st July.
KUMERIC	6232	J. Matheson	On 29th July.
AYMERIC	4563	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 HONGKONG, 21st May, 1909. QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBLIL	Wed., 9th June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wed., 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORKE" Capt. J. RANDELMANN	About Thursday, 17th June.
MANILA, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 4th June, 1909. 5

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAT., 12th June. "EMPRESS OF CHINA" SAT., 3rd July. "EMPRESS OF MONTREAL" WED., 14th July. "EMPRESS OF INDIA" SAT., 24th July. "EMPRESS OF JAPAN" SAT., 14th Aug.
 From Quebec. "ALLAN LINER" FRIDAY, 9th July. "EMPRESS OF IRELAND" FRI., 30th July. "ALLAN LINER" FRIDAY, 20th Aug. "EMPRESS OF BRITAIN" FRI., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. "Montreal" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate (on Steamers) ... \$43 ... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTREAL" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
MARSEILLES, via PORTS	"POLYNESIE" Capt. Broc	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 21st June, P.M.
MARSEILLES, via PORTS	"SYDNEY" Capt. Reboulet	On 22nd June, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
 P. DE CHAMPMORIN, AGENT,
 Queen's Building.
 Hongkong, 2nd June, 1909. 2

VESSELS ON THE BERTH

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

For NEW YORK.
 (With Liberty to Call at Malabar Coast).

THE Steamship

"WOGLINDE."
 Captain Mohr, will be despatched as above on or about the 7th June.
 For Freight apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 29th May, 1909. [798]

"SHIRE" LINE OF STEAMERS, LTD.
 For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
 Captain Hayes, will be despatched as above on or about the 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.

For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 26th May, 1909. [784]

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
 Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 10th inst., at Noon.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 5th June, 1909. [808]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 Captain G. W. Gordon, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOTIAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "FEBRIA" due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 31st May, 1909. [1]

"SHIRE" LINE OF STEAMERS LTD.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Daire and Siberia.

	12th June	17th	19th	24th
at 8.30 p.m.	at 8.30 p.m.	at 8.30 p.m.	at 1.00 p.m.	

The *Devinha*, with the English mail of the 14th May, left Singapore on Friday, the 4th instant, at 6 p.m., and may be expected here tomorrow, at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 13th April and the parcel mails closed in London for despatch by the all sea route on the 5th May and for despatch overland on the 12th May.

FOR	PER	DATE
Hongkong	Halvard	Tuesday, 8th, 8.00 A.M.
Shanghai	Yathong	Tuesday, 8th, 10.00 A.M.
Amoy, Singapore and Bangkok	Chowai	Tuesday, 8th

Devinha, via India via Tattocin.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Focchow
Manila, Cebu and Iloilo
Amoy, Manila, Cebu and Iloilo
Keelung, Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria B.C. and Seattle Wash.

Singapore, Penang and Colombo
Swatow and Hongkong
Amoy
Hoihow and Haiphong
Swatow, Amoy and Anping
Welbair, Chetoo and Tientsin
Kodet and Sandakan
Shanghai

Shanghai, Penang and Colombo
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Shanghai

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

ON LONDON	June 7th
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credits, at 4 months' sight	194
Documentary Bills, 4 months' sight	194
ON PARIS	
Bank Bills, on demand	225
Credits, at 4 months' sight	225
ON GERMANY	
On demand	185
ON NEW YORK	
Bank Bills, on demand	433
Credits, at 60 days' sight	442
ON BOMBAY	
Telegraphic Transfer	1344
Bank, on demand	1344
ON CALCUTTA	
Telegraphic Transfer	1344
Bank, on demand	1344
ON SHANGHAI	
Bank, at sight	744
Private, 30 days' sight	754
ON YOKOHAMA	
On demand—Pesos	87
ON MANILA	
On demand	764
ON BATAVIA	
On demand	1074
ON HAIPHONG	
On demand	9 1/2 % pm.
ON SAIGON	
On demand	84
ON BANGKOK	
SOVEREIGNS, Bank's Buying Rate	\$11.05
GOLD LEAF, 100 fine, per tael	\$37.80
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces—\$2.18 discount.
Chinese	10 "—\$2.80
Hongkong	20 "—\$7.60
Hongkong	10 "—\$7.80

OPUM.

Quotations are	June 5th.
Malwa New	\$1,100/1,150 per picul.
Malwa Old	\$1,160/1,200 "
Malwa Older	\$1,210/1,250 "
Malwa V. Old	\$1,260/1,300 "
Persian fine quality	\$1,050/1,090 "
Persian extra fine	\$900/950 "
Patna New	\$1,020 per chest.
Patna Old	\$1,035 "
Benzoes New	"
Benzoes Old	"

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Devinha* left Singapore for this port on the 4th instant at 6 p.m. with the outward English Mail, and is due here tomorrow at about 9 a.m.

THE INDIAN MAIL.

The Indo-China str. *Kumang* from Calcutta and the Straits left Singapore for this port on the 2nd inst.

THE AMERICAN MAIL.

The T.K.K. str. *Tanjo Maru* from San Francisco, will sail from Yokohama 1st instant, and is due to arrive at this port 11th inst.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver a.m. on Thursday the 3rd instant for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 4th instant, and is expected here to-day.

The Glen Line str. *Glenelg* left Singapore on the 3rd inst. morning, and is expected to arrive here to-day.

The H.A. Line str. *Brasilia* left Singapore on the 3rd instant a.m., and may be expected here tomorrow.

The Bank Line str. *Gymnasia* sailed from Yokohama to Hongkong via Kobe, Moji and Manila on the 5th instant.

The Mexican & Oriental S.S. Line Ltd.'s str. *Errol* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong via Leith, Antwerp and London left Singapore on the 2nd instant for this port.

The E. & A. str. *Eastern* left Sydney on the 5th inst. via Queensland Ports, Port Darwin, Timor and Manila.

The N.Y.K. str. *Sauki Maru* (European Line) left Singapore on the 4th instant, and is expected here on the 10th inst.

The C.N. Co.'s str. *Chongsha* left Sydney on the 17th ult., and is due here on the 11th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected here on the 13th inst.

The N.Y.K. str. *Yorogyu Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th ult., and is expected here on the 19th inst.

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names.

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG.

LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS. [52]



THE

MOST CELEBRATED CIGARETTES

IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 7TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$985, buyers
National Bank of China, Limited	99,225	£7	25	\$81, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$103, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 103.
Soy Cheong Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 290.
DAIRY FARM COMPANY, LIMITED	40,000	£74	85	\$164, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$67
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$9, n.d.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 160.
FENWICK & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$9, buyers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$19, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	all	\$71, (old) sel.
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	all	\$40, (new)
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$155, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$35, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	25	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$110, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$94, buyers
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	70,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, sellers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	£250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94, buyers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$13.20, buyers
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$14, sales
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
London Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$324, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$484.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$60, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$125.
South China Morning Post, Limited	6,000	\$10	\$5	\$155.
Steam Laundry Company, Limited	20,000	\$5	\$5	\$24, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$370, sales, n.d.
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$13, buyers
Union Waterboat Co., Limited	100 fliers	\$10	\$10	\$230.
	50,000	\$10	\$10	\$104, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

May 12th—*Bentley*, *Belgion*, *Persia*, *Siam*, *15th*—*Norway*, *Prince*, *Benavosa*, *Tourane*, *Sauki Maru*, 17th—*Delayed* thro' Mutillation *Denonion*, 19th—*Kaisoo*, 22nd—*Malta*, *Mishima Maru*, *Pak Ling*, *Segovia*, 26th—*York*, *Benavosa*, *Palma*, 29th—*Ambia*, *Awa Maru*, *Armand Behic*, *Glumorganshire*, *Konang*, *St. Orestes*, *Patroclus*, *Sikh*, June 2nd—*Cyprus*, *Dacre Castle*, *Indravadi*, *Glenariff*, *Tyler*, 5th—*Tranguebar*, *Indravadi*, *Promethes*, *Sardinia*, *Slavonia*, *Tunkin*, *Carnarvonshire*, *Mockan*, *Nubia*, *Siberia*.

ARRIVALS AT HOME.

June 4th—*Buelow*, *Kanagawa Maru*.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 34 years FROM 1874 TO 1907. Price 82 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

Printed and Published by BERTRAM A. HALE for the Concern at 10A, Des Voeux Road Central Victoria, Hongkong; London Office, 151, Fleet Street, E.C.

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Mr. and Mrs. W. C. Bunner	Dr. O'Marriott
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Mr. H. E. Carher	Mr. H. M. McCabe
Mr. C. de Champs	Mr. G. C. McIntosh
Mr. H. L. Condon	Dr. G. W. McKean
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Mrs. Levenson	
Mr. G. L. Liederley	
King Edward Hotel	
Mr. J. P. Baxter	Mr. H. I. Packer
Mr. H. Crangle	Mrs. W. C. Passmore
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
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PRESS,
with which is incorporated the
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Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 600
Orders may be sent to the
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號二十五百九千五萬一第

日一十二月四年元統宣

HONGKONG, TUESDAY, JUNE 8TH, 1909.

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號八月六年九零百九千一英港香

PRICE, \$3 PER MONTH.

CALL
AT
'MOUTRIES'
FOR
THE PIANO
36 YEARS' EXPERIENCE.
SATISFACTION GUARANTEED.

**S. MOUTRIE &
CO., LIMITED.**

[a40-1]

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.
SURROUNDED BY DELIGHTFUL GARDENS.
Excellent Cuisine.
O. E. OWEN,
Proprietor.

[a592]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April 1908.

[a527]

THE
GRAND HOTEL
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
Best Wines and Liquors Supplied.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE } Proprietors.

[a6]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.
WEEK-DAYS.
7.00 a.m. ... Every 10 minutes.
7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra Cars at 5.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

[a549]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★	\$22.50
"★★★★	20.00
"★★★	17.00
WHISKY, PALL MALL	20.00
"JOHN WALKER & SONS' OLD HIGHLAND	12.50
"C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
"DOURO	13.50
SHERRY, LA TORRE	16.00
"AMOROSO	20.00
BENEDICTINE, D.O.M.	- QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

[a51]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

A LARGE SELECTION OF
WATERPROOF COATS
(RUBBER)
\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK
REGULATION ARMY AND NAVY
COATS WITH CAPE
\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS
(NO RUBBER)
\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1908.

[a33]

C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLE MANUFACTURERS.

**THE STANDARD INDIAN
BILLIARD TABLE,**

Complete with all Accessories for Billiards and packed for Shipment,

Rs 1.460.

C. LAZARUS & CO., CALCUTTA.

[a35-3]

FOR BATHING PARTIES.



TELEPHONE No. 75.

BLACKBERRY BRANDY,
CHERRY BRANDY,
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ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

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[a35]

THEATRE ROYAL.

FOR A SHORT SEASON ONLY.

COMMENCING THURSDAY, JUNE 10TH.

**'BANDMANN'S MERRY LITTLE MAIDS'
OPERA CO.**

JUNE 10TH....."THE GAY GORDONS."
"11TH....."VERONIQUE."
"12TH, (MATINEE) "THE DANDY DOCTOR."
"14TH....."THE MERRY WIDOW."
"15TH....."THE PRINCE OF PILSIN."
"16TH....."A WALTZ DREAM."

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A SPECIAL MATINEE WILL BE GIVEN NEXT SATURDAY,
THE 12TH INST., COMMENCING AT 3 P.M.

PLAN OF SEATS AT MOUTRIE & Co.

PRICES ... \$3, \$2 & \$1.

Hongkong, 4th June, 1909.

[a321]

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SCOTCH WHISKY.**

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[a34]

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Steamer Service by the S.S. "KORE MARU" and "SAIKIO MARU" (2,877 tons each)
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NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Monday or Tuesday	Monday or Tuesday	
Lv. — Mukden	11 a.m.	"	"
Lv. — Changchun	8.50 p.m.	"	"
Lv. — Harbin	6.15 p.m.	"	"
Ar. — Dairen	5 a.m.	Monday	Wednesday
Ar. — Harbin	6.55 a.m.	"	"
Ar. — Shanghai	3 p.m.	"	"

Connecting at Harbin with

State Express for Moscow.

SOUTH-BOUND.

Connecting at Harbin with

State Express from Moscow.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun	6 p.m.	"	"
Lv. — Mukden	7 p.m.	"	"
Lv. — Dairen	2.10 a.m.	Wednesday	Friday
Lv. — Shanghai (Steamer)	2.30 a.m.	"	"
Lv. — Harbin	12.30 p.m.	"	"
Ar. — Shanghai	afternoon.	Friday	Sunday

*Russian Train time is 25 minutes earlier than S. M. R. time.

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obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
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DEVELOPING & PRINTING
A SPECIALITY.

[a309]

HOTELS

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FIRST-CLASS AND UP-TO-DATE.

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String Band Plays during Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lift to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Clock Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

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PRIVATE HOTEL.**

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
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A.B.C. Code, 5th Ed.
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throughout. Billiards, Tennis, Croquet,
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Proprietress, Mrs. G. SACHSE.
[a45]

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Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

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A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
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Table D'Hôte at Separate Tables.

MODERATE RATES.
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For Particulars, apply to
M. MATTHEW, Proprietress.

Hongkong, 5th October, 1908. [a43]

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Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.

REASONABLE RATES.
WM. FARMER, Proprietor.
[a1623]

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(HOTEL-SANITARIUM OF SOUTH
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MACAO.**

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

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A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
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and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

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For Terms, apply to
[a195] THE MANAGER.

**KIALAT HOTEL,
SWATOW.**

IF you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from
German Consulate.

MISS E. WILL, Proprietress.
Swatow, 1st April, 1909. [a552]

CORRESPONDENCE.

LIFE INSURANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Priory Mount,
St. Leonards-on-Sea,
May, 12th 1909.

DEAR SIR,—A copy of your issue of the 3rd April containing the letter of the Secretary of the Standard Life Assurance Co. has only now reached me. As the statements made therein place my action in quite a wrong light I shall be glad if you will publish these further remarks.

Mr. Trevor states that, before the copies of the correspondence arrived at his Head Office in Edinburgh, I had already accepted the sum offered me by the Company.

Much correspondence passed between the Head Office and me on the subject of my policy. I insisted on a search being made in the Shanghai correspondence and eventually received from Edinburgh a letter dated 10th February as follows—

"We have received a letter from our representative in Shanghai stating that he has made a thorough search among the records of our office there for the years 1893-4 and that he has been unable to trace any letter from you to Mr. W. T. Phipps our late Agent in Shanghai or from Mr. Phipps to you bearing 'on the question of Bonus.'"

Copies of two letters to me from Mr. W. T. Phipps written after the policy was issued, and having nothing to do with the present issue, were enclosed as (presumably) the sole correspondence which passed. It was only on receipt of this letter that I accepted the sum offered for my policy, as I was unable to produce any written proof of my statements.

Mr. Trevor characterizes my letter to you as "both inaccurate and malicious." In accuracy I must, in view of Mr. Trevor's letter to you, admit to this extent, that Mr. W. T. Phipps appears quite exonerated in this matter. I would however, put it to your impartial readers whether the Standard Head Office were acting honestly and ingeniously in withholding from me the letter from that gentleman to the Foochow agent quoted in Mr. Trevor's letter to you, especially in view of the long correspondence which had passed between us? It is now proved conclusively that the question of bonus was raised by me at the time and referred to the Shanghai Chief Agent, though not, as I believed direct, by me but through the Foochow agent. It would be interesting to know in what terms the letter from the latter was couched which drew forth the reply which Mr. Trevor quotes.

I have only further to add that Mr. W. T. Phipps' letter was not shown to me and that I was informed by the local Agent, as a reply coming from the Chief Agent that the over-rate of premium for residence in China would be made up to me (if I survived) by increased quinquennial bonus. This statement appeared to me on the face of it quite reasonable, and it was on that understanding that I took out the Policy.

The "inaccuracy" spoken of by Mr. Trevor does not seem a very serious one considering that it referred to a transaction which took place 15 years ago.

I am sincerely glad that the former Chief Agent is entirely exonerated and trust that you will publish this letter which I think will convince you and your readers that there was neither malice nor intentional inaccuracy in my communication to you.—I am, dear Sir, Your faithfully,

R. W. MANSFIELD.

THE PROPOSED GOVERNMENT NOTE ISSUE.

The following letter addressed by the Committee of the Hongkong Chamber of Commerce to the Government has been forwarded by the Secretary of the Chamber for publication—
Hongkong Chamber of Commerce,
27th May, 1909.

SIR,—With reference to your letter of the 15th April, 1909, (No. 3641, 09) on the question of the proposed introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my Committee is not sufficient to enable them to form an opinion as to the proposal and I would be glad to be furnished with more details so as to enable my Committee to go fully into the question.

The more important points upon which my Committee would like to be informed are—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging Dollars into Notes and vice versa.
- (a) Whether the Government will have their own treasuries and staff for working the issue.
- (b) If not, what alternative system have they in view.
3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

My Committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to thank His Excellency the Governor for referring the matter to the Chamber.—I have &c.

E. A. M. WILLIAMS,
Secretary.Hon. Mr. F. H. MAY C.M.G.
Colonial Secretary.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

May 13th, 1909.

THE HEIRRESS TO THE DUTCH THRONE.

Shortly after mailing my last letter news was received of the birth of a princess and heirress to the crown at The Hague, an event which had been looked forward to with daily increasing anxiety during the preceding three or four weeks. How the notion got abroad that it was due at Easter, nobody seems to know, but it was generally accepted and as day after day passed without the longed-for announcement being made, fears arose that it might once more end in disappointment. All the greater, therefore, was the joy and the excitement when the birth of a princess was proclaimed, and it was added that mother and child were doing well. Although no doubt a little prince would have been more welcome, still the stolid Dutch people rejoiced, men, women and children giving way to wild manifestations of delight—such as one would hardly have believed them capable of and I think that, to a certain extent, the whole civilized world shared their feelings. Politically the event is of the greatest importance, settling, as it does, the vexed question of the succession to the Dutch throne, which if the Queen had remained childless, might have become the source of much unpleasantness. Of the seven Christian names which have been bestowed upon this infant princess that of Wilhelmina probably appeals most to the Dutch people, but Juliana is the one by which she is to be called, and it is by no means an inappropriate selection, being that of the famous mother of the great Prince William the Silent, the liberator of the Netherlands from the Spanish yoke and the first Stadtholder of the young republic. It is reported that ten boys and eight girls were born at The Hague on the same day and that two of the latter will be christened Juliana, whilst one will receive the whole of the seven names that have been given to her future sovereigns. Last Monday being the tenth day and the last on which an official bulletin was issued, was kept as a holiday; the streets were gaily decorated with bunting in the orange colours and all offices and shops closed about midday. In the evening a procession of children with bicycles, perambulators and various other means of infantile locomotion paraded the streets, followed later on by one of the grown up population with Chinese lanterns and torches.

THE DEATH OF HERR VON HOLSTEIN.

On the eighth inst. Herr von Holstein, one of Prince Bismarck's intimates and most trusted subordinates died in Berlin. During the siege of Paris in 1870/1 he held an appointment in the Chancellor's office in Versailles, after which he held several diplomatic posts and finally attained the position of chief of the political department in the foreign office. As such he acted as a sort of permanent Under-Secretary of State under Prince Bismarck and his successors; his relations with the former being so close that his remaining in office after the fall of his chief created considerable surprise. But Herr von Holstein held that his duty to the State must not be interfered with by personal considerations and although the Prince is said to have felt his defection keenly they remained on good terms to the last. His influence went on increasing under the following chancellors and although he kept in the background and avoided public notice as much as possible, he was the real mover in foreign politics. He is believed to have entertained strong feelings of distrust, not to say hostility, to France, and the Moroccan difficulties are generally laid to his charge. His retirement was not altogether voluntary, for having during the illness of Prince Bulow, as was his practice when meeting with strong opposition in any quarter, tendered his resignation as a means of carrying his point, the same went straight to the Kaiser who, much to Herr von Holstein's surprise, accepted it. This took place three years ago, but in no wise affected his friendly relations with the Chancellor, whose policy he is supposed to have inspired on several subsequent occasions.

HAMBURG COLONIAL INSTITUTE.

The first half-yearly term of the Colonial Institute in this city ended at Easter and its results are considered eminently satisfactory. 56 students matriculated, of whom some twenty are from the colonial and navy departments in Berlin, besides which 45 other hearers attended the various courses of lectures. A considerable increase is looked for during the present term, as a number of candidates for the consular service have been sent to Hamburg by the Foreign Office for the purpose of gaining a practical insight into the overseas trade, several of the leading firms having offered to give them every facility for doing so in their counting houses. They will at the same time attend the lectures at the Colonial Institute, whilst negotiations with a view to the admission of junior employees of other government departments, such as the imperial post office, are proceeding. That the Institute is attracting attention abroad is proved by the recent visit of members, lecturers, and students of the Belgian "Institut commercial des Industries du Hautain" and by the desire expressed by the British Government to be allowed to send over a member of the Colonial Office for a careful study of the Hamburg Institute and its organisation.

The executive committee have entered into communication with the governors of the German colonies, with various colonial and scientific bodies at home and abroad, and through the commercial assessors with numerous chambers of commerce, exporters and manufacturers, collecting a vast amount of information to be sifted and classified later on.

The object of the Institute being not only the training of young men for the practical work of life in the colonies, as government officials, merchants, engineers, farmers &c., but the

remotion of scientific investigation and research as well, the committee have decided to extend their programme, for which however the present teaching staff seems inadequate. They have therefore addressed a request to the Senate for the endowment of seven additional chairs, one of which is for African and one for East-Asiatic subjects. With regard to the latter, the commercial assessors attach special importance to the study of the Chinese language and chief dialects by business men going out to the East, so that firms abroad may be enabled in time to dispense with the services of the compradors whom they have been obliged to employ hitherto in dealing with native merchants. The other five professorships are for German, archaeology, mathematics, engineering, roadmaking, the construction of bridges &c., tropical agriculture, cattle-breeding, veterinary medicine &c. The appointment of an assistant lecturer on the biology of fishes is also recommended.

The Senate has approved the proposals and asked the Bürgerschaft to vote an additional subsidy of M. 100,000, for the purpose, which will no doubt be done without meeting with serious opposition.

THE CORPUS CHRISTI FESTIVAL AT THE R.C. CATHEDRAL.

In accordance with a wish expressed by His Holiness the Pope, a Triduum will precede the feast of the Corpus Christi at the Roman Catholic Cathedral, commencing on Friday next the 11th instant, and concluding on Sunday the 13th. The latter date has been fixed by the Right Rev. Bishop Pozzani, Vicar Apostolic of Hongkong, instead of the proper day the 10th, in order to give every facility to all Roman Catholics to attend Church on that day.

During the Triduum there will be General Communion daily from 6 to 7.30 a.m. and His Lordship the Bishop will preach each evening, at 5.30 o'clock, the texts proposed for his Sermons being the following—

First day—"All iniquity is sin, and there is a sin unto death" (St. John 5-17); "And Jesus said to them: I am the Bread of life... if any man eat of it, he may not die." (St. John-6.)

Second day—"Decline from evil and do good" (Ps. 35-22) "Without me you can do nothing" (St. John 15-5).

Third day—"What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16-26). "He that eats my flesh and drinks my blood has everlasting life" (St. John 6-55).

On Sunday the 13th instant at 8 a.m. there will be a Solemn High Pontifical Mass at which His Lordship Bishop Pozzani will officiate, assisted by the clergy of various Roman Catholic denominations and the Seminarians. During the Mass the Rev. Fr. Agostini Plaseck, the Military Chaplain, will read and explain the gospel of the day in a short sermon. The Holy Sacrament will be publicly exposed in a rich monstrance the whole day, and at 5 p.m. Solemn Vespers will be sung by the officiating clergy, responded to by the Sanctuary and Choir of St. Joseph's College. Immediately after the Vespers the Holy Sacrament will be carried by the Bishop in procession round the Cathedral compound accompanied by the Band of the "Philharmonia." On returning to the Church the Bishop will preach his third sermon. Then, attired in his Pontifical robes, he will intone the Te Deum laudamus which will be responded to by the Choirs. In conclusion the Bishop will administer the Benediction of the Holy Sacrament to the whole Congregation whilst the Choir will sing the Tantum ergo and the Laudate Domino. The chapel to the gospel side of the main altar is being installed with electric light at the cost of the members of the Apostleship of Prayer for the forthcoming feast of the Sacred Heart of Jesus on the 18th instant.

Prior to the Pontifical Mass a new Banner consecrated to the Blessed sacrament will be blessed. The members of the Confraternity of this title are having this new banner made at the Italian Convent, its cost to be defrayed by a subscription among them. It is to bear a representation of Our Lord administering the Holy Communion most artistically painted on white silk by Mr. M. Baptiste, to whom the Roman Catholic community have been indebted for similar much appreciated services in the past. The attendance of all Roman Catholics in the Colony is earnestly desired at this festival.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for Thursday. The business includes consideration of the following resolution, "It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three Dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909."

The orders of the day are—
First reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

First reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

First reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1908.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Cuticura, Last Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, Hongkong and Shanghai.

EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY.

COMMERCIAL DEPRESSION IN THE FAR EAST.

At the 71st half-yearly general meeting Sir J. Wolfe Barry (the chairman) stated that the increase of £2,473 in the revenue for the half-year ended December 31st compared with that for the corresponding period of 1907 was more apparent than real, as the revenue for the past half-year included £10,000 which the company earned over the Tasmanian cables in previous years, but for which the Australian Federal Government refused to account until they were compelled to do so by the decision of the High Court. If this exceptional revenue were deducted the figures showed an actual decrease for the half-year of nearly £8,000, which was owing to the commercial depression that had prevailed from some time past in all parts of the Far East. He was, however, inclined to think, from slight indications of improvement recently noticeable in the Straits Settlements and elsewhere, and he ventured the worst of this depression, that they had seen in the countries served by the company's cables, would improve. The working expenses for the December half of 1907. The balance-of-cost of the Java-Cocos cable, amounting to £8,710, had been debited during the past half-year to the general reserve fund, together with £1,519 for the partial renewal of the Singapore-Singapore cable, leaving £10,229 to be met by the company's cable fund. The company's cable steamer *Patrol*, run on a shoal when proceeding to the Netherlands Indian archipelago. Thanks, however, to the valuable help rendered by the Netherlands Indian Government in promptly sending one of their warships to the assistance of the *Patrol* and to the other facilities available, the steamer was got off the shoal in a comparatively short time without sustaining material damage and at a very small cost to the company. They desired to record their acknowledgments to the Netherlands Indian Government for their assistance, also for several other instances of their good will towards the company. When addressing the shareholders six months ago he referred to the company's unsatisfactory relations with the Australian Federal Government and to the necessity for closing their Tasmanian stations when the concession giving the company exclusive rights of cable communication between Australia and Tasmania expired, unless the Government were previously made with the Government on the subject. Unfortunately, the latter event had not taken place, and their Tasmanian stations were therefore closed on the 30th ult., when the concession expired, and the two cables recently laid by the Government between Australia and Tasmania were opened for traffic. The cable communication between these countries was consequently now carried on by the Government, and the company's opportunity occurred in order that they might be utilized elsewhere. He concluded by moving a resolution. The Marquis of Tweeddale seconded the resolution, which was carried.

PHILIPPINE TRADE.

The latest complete statistics of the trade of the Philippines show that no very great change has taken place either in its volume or direction during the occupation of the Archipelago by the United States. The imports of 1906 were twenty millions of dollars, and in 1908 thirty millions, figures which, taken by themselves, suggest a solid increase. In 1902, however, they were thirty millions, and in each of the two following years thirty-three millions. Similarly within the nine years exports rose from nineteen to thirty-two millions, but the latter amount was twice exceeded during the intervening years. The conclusion to be drawn is that the Islands have settled down to normal conditions after a period of disturbance, but that much progress otherwise has not been made. Imports from the United States have risen, rising to five millions of dollars, an amount exceeded by the exports to the United States. Exports grown from three and a half millions in 1900 to ten and a third millions in 1908, a total the lowest for six years. Indeed the failure to advance during these six years is rather remarkable, in view of the decree making trade between America and the Philippines coasting trade. During the period covered by these returns imports from the United Kingdom rose from three millions to six millions, nearly nine, a figure which exceeded twice previously. In 1908 the United Kingdom sold more to the Islands than did the United States, while her purchases were about fifteen per cent. less. Examining some of the chief items we find that the United Kingdom imported three-fourths of the cotton cloths, or about six times as much as did the United States, whose sales were fifty per cent less than in 1907; that the United Kingdom also supplied three-fourths of the yarn and thread, and the same proportion of the condensed milk. America's contribution in each case being trifling. Of boots and shoes, however, the United States has almost a monopoly, Spain being her only rival, and the United States and the Dutch Indies shared equally the trade in petroleum. The Philippines depend so much on their help that falling prices in 1908 caused a "slump" in trade generally, but this was mitigated by a good year in sugar and copra. The United States has, and she views her presence here by direct means, and she views her presence here by direct means, and she views her presence here by direct means. Still no doubt her people expected at least partial compensation from trade, so far they do not seem to have got it.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—
On the 7th at 12.15 p.m.—The barometer has fallen slightly over the S.E. coast of China and the Loochoos, and risen moderately over the N.E. coast of China and N.E. Japan. The depression lying over Hokkaido yesterday has moved away Northwards. A new depression has appeared over E. Manchuria. The highest pressure is shown over the Pacific between the S. Loochoos and the Bonins. The returns from the Yangtze stations are not in hand.
Light or moderate S. to S.W. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows—
Hongkong & Neighbourhood... S. to S.W. winds, light or moderate; fine.
Formosa Channel... Same as No. 1.
South coast of China... Same as No. 1.
Hongkong and Lamooka... Same as No. 1.
South coast of China between... Same as No. 1.
Hongkong and Hainan... Same as No. 1.

A TARDY CLAIM.

INTERESTING ACTION IN AMERICA.

An interesting echo of the Taiping rebellion comes from New York where Newbury D. Lawton, who was sailing master of the victorious ship *Belmont*, has brought suit in the Surrogate's court for a share of the \$363,000 which the Chinese Government paid for the suppression of a rebellion in one of its provinces in 1859. That rebellion was suppressed by General Frederick T. Ward and Cyrus Lawton, who organized a force and marched against the insurgents. Long after the death of both Ward and Lawton the reward as part of Chinese indemnity fund in the recent Boxer uprising was paid to Mrs. Georgiana Ward Amidon, widow of Henry C. Ward, who was a son of the General.

Newbury Lawton was a son of Cyrus Lawton and a partner of General Ward in the suppression of the rebellion and now demands an accounting of this award and his share. He declares that his father was to have received 10 per cent of whatever the Chinese Government paid.

The *Directory and Chronicle* has the following reference to the incident—At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band partly composed of deserters from foreign ships and rowdies of all nations, who had congregated at Shanghai with whom he drilled a regiment of natives. This force, notwithstanding its unpromising commencement, attained under Ward a considerable amount of efficiency, and did good and useful service. This has been acknowledged in a manner unusual, where foreigners are concerned, with the Chinese authorities, who after his death named in the city of Sankiangfu a temple to his memory, where services are still maintained. After Ward was killed the force passed under the command of another American, the name of Burgevine, who proved faithful to his post and subsequently transferred his services to the rebels. The Imperial Authorities found it impossible to control these raw and undisciplined levies, and at their earnest request Admiral Sir James Hope consented to the appointment of Major, afterwards General Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taipings would never have been overcome but for the assistance of "The Ever Victorious Army," as this hastily-raised band was named. Amongst other services they regained possession of the important city of Soochow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of these best capable of judging being of opinion that the civilization of the Empire would have had a much better chance of progress if the decaying dynasty had been overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost any terms with the Taipings rebels. A monument in memory of the fallen officers of this regiment which for many years stood at the north end of the Bund at Shanghai has recently been transferred to the Public Garden. From 1860 to 1864 some British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

THE RICE TRADE OF SAIGON.

Commercially Saigon owes its importance to the rice trade, which is mainly in the hands of the Chinese, for the Annamites are content to cultivate their fields and let others arrange for the sale of their produce. The plains through which the Mekong, Jura and Saigon rivers find their way to the sea are one vast rice field. In addition to the numerous mouths and natural cross-channels (arroyos) of these three streams canals help to make the transport of the rice easy. Saigon is the centre of a very large river traffic in consequence, the next most important point being Mythe on the Mekong. Elevators carry mails and passengers for which they receive a large government grant, but the real work is done by thousands of small launches, junks and native craft of all shapes and sizes. In 1907 after several lean years there was a bumper rice crop, and Indo-China exported over £5,000,000 worth of rice. Her whole exports that year were just over £1,000,000, so exports accounted for nearly two-thirds of the total. The next most important articles were dried rice, mainly to China, Japan and the Philippines. Not only does the Chinaman, as middleman, get a large share in the profits of the export trade, but as he is the shopkeeper of the country he benefits again by the power of purchasing foreign goods which a good harvest gives the native. In the year under consideration the imports amounted to £11,400,000, of which the greater part passed through Chinese hands before reaching the consumer, though the initial distribution is done by European houses, French or German. The nearness of Indo-China to a magnificent field for Chinese emigration, and despite a high poll-tax and the Government policy of giving all the work possible to Annamites, the Chinese continue to pour in.

THE OIL TRADE.

The *Calcutta Statesman* comments as follows on some recent events in the oil trade: News of considerable importance to oil-consumers in India has come to hand by the Mail. According to advices from Glasgow an agreement has been entered into between the Burma Oil Company and the Asiatic Petroleum Company which will result in bringing rate-cutting in the East to an end. The companies concerned, it is added, will raise their prices 30 per cent, while the Burma Oil Company now being secured of the success of the pipe line laid down from the oil-fields to the sea-board have intimated to the Irrawaddy Flotilla Company that the arrangement under which the latter carry oil down the river to Rangoon will terminate in June. The Burma Oil Company, according to information derived from the same source, had during the past twelve months earned profits amounting to over a million sterling. While the shareholders may have good reason to be gratified at the prospect of still greater profits as the result of the increased prices, the consumer in India has no such reason for elation, and if the statement that the price of oil is to be advanced by nearly one-third proves correct, the satisfaction evoked by the failure of the Standard Oil Company to obtain a footing in Burma is likely to be considerably modified. Another development of no small importance is the flotation in London of the Anglo-Persian Oil Company, with a capital of two millions sterling. This enterprise, however, is not to be looked upon as a rival of the Burma Oil Company. On the contrary, the Anglo-Persian

ECZEMA MADE SKIN PEEL OFF

Baby Covered with Pimples, Inflamed Humour—Very Fretful and Cried Night and Day—Doctor's Ointment Seemed to Make it Worse.

CURED AT SMALL COST BY CUTICURA REMEDIES



"My baby had something like a rash come out all over him. It made him very fretful and crying at night and day. The doctor did not tell what it was, but the nurse said it was eczema. It was like small skin pimples under the skin and all inflamed and the skin came off in places under the skin when changing a nappy."

ointment made it pool, then it came out worse than ever. I tried the doctor's ointment for some time but it did not seem to get any better. I then bought a box of Cuticura Ointment and Cuticura Soap and cured him. I have not seen anything on him since. He had the skin trouble ten weeks, but the Cuticura Soap and Ointment cured him and I am still using Cuticura Soap. I was very pleased to have found that Cuticura was a great skin healer. Mrs. Stone, Youthful Hill, near Salisbury, Wilt, Eng., Oct. 13 and 18, '08."

In the thirty-two page pamphlet wrapped about Cuticura Ointment are to be found most valuable suggestions for women, especially mothers, for the preservation and purification of the skin, scalp, hair and hands; for removing itching, disgusting humours, rashes and inflammations; for snatching antiseptic cleansing of ulcerated, inflamed mucous surfaces and destruction of microscopic life, and for bringing about a normal condition of health, strength and beauty.

Cuticura Remedies are sold everywhere. The British and Foreign Medical Dispensary, Ltd., 1, Abchurch Lane, London, E.C. 4, is the sole importers for the British Isles. Cuticura Soap and Ointment are sold in all the principal druggists and chemists.

44-11

Company is being brought out by the Burma Oil Company, and three directors of the latter, including the chairman and the manager, have agreed to join its Board, which in the phraseology of the prospectus "will, therefore, have the benefit of the long and valuable experience they have acquired in the development and working of oil-fields, and the refining of the various products in the most marketable form." The directors also include Lord Strathcona, who is chairman of the Board, Sir Hugh S. Barnes, late lieutenant-governor of Burma, and Prince Francis of Teck, while the trustees for the debenture holders are the Duke of Sutherland and the Earl of Litchfield. "The company is thus starting both from the commercial and the aristocratic point of view, and it enters into possession of oil-fields which have been proved highly petroliferous. The one drawback at the present moment is the disturbed condition of Persia, and it is to be feared that the undertaking of the Shah's Government to ensure the safety of the Company's plant and the protection of its representatives is of dubious value at the present juncture. But the latest news from Persia suggests that the prospects of order being restored are distinctly hopeful."

FIRE INSURANCE IN CHINA.

Mr. Charles Derby the ex U.S. Consul General of Shanghai, reports as follows on fire insurance in a city like Shanghai, with its complicated extrajurisdictional administration participated in by sixteen foreign governments, controlling a population of half a million people, and comprising nearly every race in the world, naturally presents difficulties not to be met elsewhere. That it seems, however, a field profitable for foreign companies to enter is shown by the fact that there are said to be more companies operating in the Shanghai trade than in any other city of London itself. In such a competition for business as necessarily results abuses are inevitable. In the employment of native brokers who solicit insurance under a system by which they are paid for the amount of business they write is to be found the greatest abuse of insurance at Shanghai. One of the most objectionable features of the broker's activity is that too often he stands ready after a fire occurs to assist the claimant in making out a statement which will make the alleged losses of things which he never possessed equal to the face of the policy, whatever they actually may have been. The remedies for this evil are of course simple in theory, viz., accurate expert valuation of the property insured and careful examination of the character and standing of the applicant for insurance. In practice, however, competition for business may make the companies somewhat slack in considering the moral hazard. The foreign companies have in fact done all in their power to eliminate the native broker, but it is found that this seriously curtails business, for many Chinese merchants will not insure unless the matter is handled by a broker, because they think that in case of loss they will not be able to recover the insurance without a broker's aid. It is to be noted that this condition in Shanghai has been decidedly accentuated since the establishment of the native insurance companies; that is, within the last few years. These companies eager for business, have accepted risks that the foreign companies would never have touched. The conditions in Shanghai as to overcrowding, lighting, heating, &c., in native quarters have all added to the handling of fire when they have broken out a difficult one, which is further increased by the narrow and crowded streets and by the fact that the fire brigade is manned entirely by a foreign volunteer corps. The members of this corps are young men from all ranks of the business community, who, at an alarm of fire by day or night, leave their homes and offices and hurry to their various stations to man the engines, hose reels, and ladder trucks. Their zeal is beyond all praise, but the inevitable delay in getting to the scene of the fire and their lack of experience as compared with a constantly ready professional force place them at a disadvantage. The financial resources of Shanghai, however, do not at present make a large professional force practicable.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities. WHAT ARE THESE BONDS? They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from \$40 to \$400,000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20. Write for Handbook, sent post free. MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SIMLA." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 3rd June, 1909.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above Port. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 5th June, 1909.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS "OLD VAT" SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 10TH YEAR OF THE 76TH CYCLE.

PRICE 32 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1909.

[1019]

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts \$14.00

24 Quarts 7.00

48 Pints 11.50

100 8-pint 15.50

CARLOWITZ & Co.,

Sole Agents,

No. 2, Connaught Road, Central.

[607-2]

MARTIN'S

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SCIENTIFIC MISCELLANY.

AN EXPLORATION AWAITING A CARNEGIE—AN AMPHIBIOUS BI-CYCLE—CURIOUS COLOR-BLINDNESS—THE GAS MANTLE HEATER—TWO SOURCES OF METEORITES—UNCERTAINTY IN FILES—ANOTHER WRONG OLD THEORY—FAULTY HALLS REMEDIED—SCIENCE AIDING THE MINERS.

Engineers have probed the earth only to a depth of about 6,500 feet below the surface, and Camille Flammarion has lately renewed his old suggestion that a great exploration shaft should be sunk to the utmost possible depth in a thorough investigation of the crust of our planet. This pit should be 200 or 300 yards in diameter, cased with a massive iron ring. The heat increases at an average rate of one Centigrade degree for every 100 feet, and the temperature of boiling water might be expected at a little less than two miles, but the boring should go much deeper. The land in France, as well as certain plains of Belgium, Holland and Romania, should have favorable spots for excavation. Such an undertaking would offer unknown possibilities of practical and scientific results, geological and palaeontological curiosities, iron mines, copper mines, precious metals, veins of gold, platinum, silver, radium, etc., and multimillions with a dread of dying rich have here an opportunity of acquiring fame and adding to human knowledge.

The amphibicycle, the novel machine of a Lyons mechanic, for travelling on land or water, is a bicycle mounted between two cylindrical steel shafts 8 feet long and a foot in diameter, a propeller and a rudder being attached. In water, the rear wheel of the bicycle operates a friction wheel to drive the propeller. On land the shafts, etc., are raised so as not to touch the ground, and the bicycle carries them along as it travels in the usual way. The total weight is about 270 pounds. The machine has travelled readily on ordinary roads, and easily made 5 or 6 miles an hour on the Saone.

Late experience has shown that the colour blind may be taught to name ordinary colours correctly, although they may not see colours as others do. A conductor on the Southern Railway was discharged for colour blindness, when he began to study colored woollens and paints, and in five weeks passed a rigid colour examination without a mistake. Dr. Brawley has overcome the disadvantages of colour blindness in other persons by a like course of colour study.

The incandescent gas mantle is modified into a heating radiator by Marcel Delage, a Paris engineer. A tube of asbestos thread, of open mesh, is formed on the same mold as the gas mantle, and is cut to proper length and the top drawn together to form a head. Greater solidity is given by dipping into silicate of soda, then drying and calcining on a gas burner. It is next dipped into nitrate of cerium solution and again dried and calcined, this treatment being essential, as the great heat radiation is due to the cerium salt. The completed mantle may even be dropped on the ground without breaking. In use, it is suspended over a blue flame, six in a row in an open-front stove form of radiator being an effective arrangement, and it heats quickly, making the best use of gas heat by radiating a large part of it horizontally. The bright glow of the mantles gives an attractive and cheerful appearance to the radiator.

There is good reason for believing that the moon was torn out of the earth, the Pacific Ocean being possibly the remaining scar, and it appears that the stony fragments, Prof. T. C. Chamberlain thinks, may have been projected into space in the great cataclysm and are even now returning as meteorites. Of the two chief classes of meteorites, the stony ones are found by Prof. W. H. Pickering to be all explained by this theory, while some of the iron ones may have had the same origin. Unlike the stony meteorites, however, the metallic ones seem to be associated with comets and star showers, coming from more distant regions of space, and falling with greater velocity. The meteoric stony and irons are about equally represented in museums. Many more stones are actually seen to fall, however, and, as they soon decompose and are not easily recognized, they may have been more numerous in the past than now. Of the 29 elements found in meteorites, all are terrestrial.

An astonishing variation in the efficiency of files has been shown by a new testing machine. Five files were worn out in almost exactly the same number of strokes—about 110,000—but the amounts worn away were respectively .44, .115, .18, .235 and .383 cubic inches. The variations are more marked on cast iron than on steel. Various factors determine the cutting efficiency, but with differences so great the use of a poor file may change a profitable piece of machine work into a losing one. There is evidently room for progress in the scientific making of the old and familiar file, as well as in their grading.

The heating of a greenhouse by the sun is usually explained by the fact that glass permits the passage of light rays, but is almost impenetrable to heat-rays, so that as the light falling upon the enclosed objects is converted into heat and partially reflected, the reflected rays cannot escape through the glass. Thus the heat accumulates. To test this long established theory, Prof. R. W. Wood blackened two paste-board boxes, and covered one with a plate of salt, which readily conducts both light and heat, and the other with glass. The salt-roofed box became even warmer than the other, this being true also when the heat was first filtered from sunshine through glass. The conclusion is that the ground and other objects are heated by the incident rays, and that this heat is then spread by convection currents, but, as the confined air

cannot mix and circulate with the outer air, it concentrates a larger amount of heat.

A remedy for faulty acoustic properties in large halls has been discovered by Gustave Lyon after long research. The great hall of the Trocadero, the largest in Paris, is a notorious bad example, and the echo heard in some parts of the hall, especially at the president's box, made it almost impossible to understand a speaker. The treatment applied has given a wonderful improvement. The surfaces giving the echoes were first located by an ingenious method, and then received a double covering of pieces of cloth spaced a few inches apart. While the double cloth was found to be effective, the reason that the single cloth does not deaden the echo is yet to be learned.

The mine-testing laboratory established at Lieron, Department Bas-de-Calais, France, has been provided with a first-cost allowance of \$70,000, with an annual appropriation of \$15,000. Greater safety in mining is sought by a study of coal-dust explosions and their prevention, the control of the stability of explosives, mine lamps and electrical apparatus, safety and rescue appliances, and all other pertinent problems. Special attention will be given to the investigation of serious mining accidents in other countries as well as in France.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st June—

CITY AND HILL DISTRICT WATER WORKS.	1908.	1909.
Tytan	53 ft. 10 in.	54 ft. 3 in.
Tytan Byewash	24 ft. 11 in.	24 ft. 3 in.
Tytan Intermediate	2 ft. 7 in.	20 ft. 5 in.
Pokfulum	21 ft. 2 in.	21 ft. 7 in.
Wong-nai-chung	22 ft. 8 in.	24 ft. 5 in.

STORAGE GALLONS.	1908.	1909.
Tytan	75,920,000	73,920,000
Tytan Byewash	596,000	565,000
Tytan Intermediate	181,379,000	93,027,000
Pokfulum	2,200,000	21,375,000
Wong-nai-chung	6,991,000	6,979,000

Total 287,566,000 202,257,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF MAY, 1909.

1908.	1909.
Consumption 143,880,000	118,870,000 gallons
Estimated population	206,760
Consumption per head per day	22.4
Constant supply in all districts during May 1908.	18.3 gallons

Intermittent supply by Rilders mains in Rilders main districts during May 1909. The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

Below overflow. Below overflow.

Reservoir 29 ft. 3 in. 33 ft. 0 in.

STORAGE GALLONS.

1908. 1909.

Kowloon Gravitation 116,500,000 95,100,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF MAY.

1908. 1909.

Consumption 22,261,000 23,826,000 gallons

Estimated population 82,900 87,700

Consumption per head per day 8.6 8.7 gallons

The Government Analyst reports that the water is of excellent quality.

Public Works Department.

W. CHATHAM, Water Authority.

THE ROYAL ASIATIC SOCIETY.

The anniversary meeting of the Royal Asiatic Society was held under the presidency of Lord Reay last month at the rooms in Albemarle-street London.

Sir Earnest Satow, in moving the adoption of the report, said that among the elements of new life in Japan there has arisen in recent years a very excellent school of writers who were bringing the scientific methods of the West to bear upon historical research.

Sir Richard Temple, in seconding, referred to the deputation to Mr. Runciman on the question of preserving the Indian Museum as a separate entity. He said he believed the ultimate result of the movement for its retention would be the establishment of an enlarged and improved Indian Museum, of which they would have no reason to be ashamed. (Cheers.) But the society and its members interested must keep the question to the front, and on no account relax their efforts.

Lord Reay, alluding to the same subject, said he hoped that a really satisfactory museum would be established, and that among its new exhibits would be a part of the extraordinarily valuable archaeological collection brought from Central Asia by Dr. Stein. It was absurd to send out gentlemen like Dr. Stein to face constant hardship and frequent danger in order to bring back a few trifles, to explain their achievements at meetings on their return, and yet to fail to provide suitable accommodation for the deposit of the collections which they brought back with them. (Cheers.)

Mr. W. Irvine was elected a vice-president, and Sir H. Mortimer Durand, Mr. Guest, Sir Charles Lyall, Professor A. A. Macdonell, and Mr. Sewell were elected to the council.

THE ANNUAL DINNER.

The annual dinner of the Society was held at the Hotel Cecil under the chairmanship of Lord Reay, the president. The large company included the Chinese Minister, the Japanese Ambassador, Sir Robert Hart, Sir Ernest Satow, Sir Raymond and Lady West, Sir Richard Temple, Sir James and Lady La Touche, Sir Douglas, Sir W. Lee Warner, Sir A. N. Wollaston, Sir Charles and Lady Lyall, Sir H. Jerningham, Dr. A. M. Stern, the Hon. Pember Reeves, Mr. E. R. P. Moon, Dr. and Mrs. Grierson, Mr. and Mrs. Amner, Mr. Dr. Coddington, Mr. J. F. Plot, Mr. and Mrs. J. Kennedy, and Miss Hughes (secretary). Sir Robert Hart proposed the toast of "The Society." Lord Reay, in replying, said he wished he could allude in some detail to the labours of the Treasury Committee, over which he presided, on the organization of Oriental studies in London. For some reason, he could not tell why, the report of the committee had not been published, although it was signed so long ago as December 21. Sir W. Lee Warner gave the toast of "The Visitors," for whom the Japanese Ambassador responded.

DEATH OF MR. H. G. JAMES.

UPS AND DOWNS OF EASTERN LIFE.

With the death of Mr. Horatio G. James, which occurred at his home in Syed Ali Road, at 2.30 p.m., yesterday, says the *Straits Times* of the 29th ult., after a brief illness, Singapore lost a man of excellent parts who was known here only by many older residents, but who had loomed large in the early days of Hongkong's commercial life. He first came to the Far East in a sailing ship to join the firm of Jardine, Matheson & Co., of Hongkong, in which his great abilities and many excellent personal qualities led to his rapid advancement. In 1875 or 1876 he left that firm to go into business for himself with Mr. George Stevens, which partnership lasted for seven or eight years, during which Mr. James accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunately enough to lose most of his earnings subsequently through unlucky share transactions, into which he had entered while with and after leaving Mr. Stevens and setting up in business for himself.

AS PLANTER.

About twenty years ago, Mr. James came to Singapore and went into pineapple canning, but found it was not sufficiently profitable, and gave it up in favour of the poultry business, while his rubber plantation was growing. He purchased a small plantation in Syed Ali Road, which at present popular residential district was quite a jungle, traversed by a cart track which was exceedingly difficult of negotiation with rickshaws, and soon established himself as a reaper of high quality of poultry and especially turkeys, for which he found a ready sale on the steamers, while eggs bearing his stamp were known as the best to be had in Singapore. He was the steward of all the passenger lines touching at this port. Though this business was not heavily remunerative, it served to support Mr. James in comfort till his rubber trees came into bearing. For a few years past he has been manufacturing large quantities of rubber, both from his little plantation in Syed Ali Road, and also from a plantation in Kota Tinggi, Johore, in which he was interested together with Mr. H. Abrams.

FAILING HEALTH.

Mr. James has been in broken health for some years and has never fully recovered from the great shock given him by the death of his wife, which occurred nearly three years ago. He was attended by Dr. Lim Boon Keng in his last illness. He was of a deeply affectionate nature and has continued to mourn her decease till the day of his own demise. He was an exceedingly generous man, often too much so for his own good, and was many times the prey of the unworthy and the designing. Though acquainted with the three leading European languages, as well as with Malay and one or two dialects of Chinese, he was of retiring disposition, not fond of social life and best satisfied when at his own hearth and surrounded by his books, of which he had a large library.

QUAINT PAINTINGS.

The walls of his house contain many quaint paintings, mostly of marine scenes, the product of the brush of his father, Commander Henry James, R.N., who served against the pirates in the Straits of Malacca, in 1836, on H.M.S. *Wolf*, as well as had many other adventures in widely divergent parts of the world. The life of the Commander, from the pen of his only surviving child, Miss Edith A. James, the sister of the deceased, who is now in London, was published by Messrs. Spottiswoode & Co., in 1899.

Mr. James left no relatives in this part of the world, but his affairs are being looked after by Mr. S. Vincent, an old friend of thirty years standing, who has been with him, with Mrs. Vincent, during his last hours.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Anhui* left Shanghai on the 6th inst., and is due here on the 9th inst.

The str. *Segura* left Singapore on the 6th inst., and may be expected here on the 11th inst.

The I.G.M. str. *York* carrying the German Mails with dates from Berlin of the 19th ult., left Colombo on Saturday the 5th inst. p.m., and may be expected here on or about the 16th inst.

The Bank Line str. *Kymeric* sailed from Seattle to Hongkong via Japan and Manila on the 3rd inst.

The P.M. str. *Siberia* arrived at San Francisco on the 31st ultimo.

THE MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Use NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length 722 feet

Length on Blocks 714 "

Width of Entrance on Top 963 "

Width of Entrance on Bottom 683 "

Water on Blocks at Spring Tide 343 "

SHIPPING.

ARRIVALS.

ANGELIN, German str., 1,001, C. Kumpel, 7th June—Bangkok and Swatow 6th June, Bico and Timber—Butterfield & Swire.
 HAI CHI, Chinese str., 2,500, S. K. Shen, 5th June—Saigon 2nd June.
 HAK YU, Chinese str., 2,980, Lin, 5th June—Saigon 2nd June.
 KUBANO MARU, Japanese str., 3,147, N. Matheson, 7th June—Melbourne 12th May, General—Nippon Yusen Kaisha.
 KWANTAN, Chinese str., 1,556, W. H. Lunt, 7th June—Shanghai 2nd June, General—Chinese.
 LOONSONG, German str., 1,020, W. Thomsen, 6th June—Bangkok 30th May, Rice and Meal—Norddeutscher Lloyd.
 LOONSONG, British str., 1,093, Picknell, 7th June—Manila 5th June, General—Jardine, Matheson & Co.
 L. SCHIFF, German str., 7th June—Canton.
 RUBI, British str., 1,619, R. W. Almond, 7th June—Manila 5th June, General—Shewan, Tomes & Co.
 TSURUGI MARU, Jap. str., 2,560, Matsuda, 7th June—Mitsui 1st June, Coal—Mitsui Bussan Kaisha.
 VICTORIA, Swedish str., 269, Thos. Eckell, 7th June—Haiphong and Hoihow 6th June, Rice—Waller & Co.
 WAKANA MARU, Jap. str., 2,894, N. Nielson, 7th June—Shanghai 4th June, General—Nippon Yusen Kaisha.
 WOHLEND, German str., 2,530, Maher, 6th June—Shanghai 2nd June, General—Carlson & Co.
 YATSHING, British str., 7th June—Canton.
 YINCHOW, British str., 1,216, W. Fraser, 6th June—Shanghai 3rd June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Haiphong, British str., for Swatow.
 Hayward, Norwegian str., for Bangkok.
 Kwanan Maru, Japanese str., for Moji.
 Kwangshai, Chinese str., for Canton.
 L. Schiff, German str., for Chinkiang.
 Poldi, German str., for Swatow.
 Polypsen, French str., for Europe, &c.
 Wohleind, German str., for New York.
 Yatshing, British str., for Shanghai.
 Yinchow, British str., for Canton.

DEPARTURES.

CHUSHING, British str., for Canton.
 FROKANG, British str., for Shanghai.
 HAIRANG, British str., for Canton.
 HOORANG, French str., for Shanghai.
 WINGANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Yinchow reports: Light S.W. winds and fog.
 The British str. Loonsong reports: Light winds, slight sea and fine weather.
 The Chinese str. Kwangshai reports: Experienced light S.W. wind and fine weather with moderate S.W. swell to Hoihow, thence thick misty fog to Dodd Island, thence light air and calm, fine and clear weather with smooth sea to port.

VESSELS IN DOCK.

ABERDEEN DOCK.—June 7th.
 Kowloon Dock—Sumatra, Chan Po, Spir. Cosmopolitan Dock—Asia.

TAIKOO DOCK—Maple Leaf, Chenan, Tian, Taming, Petchaburi.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Flerio and Rubattino United Companies.)

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belato, will be despatched as above on FRIDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 3rd June, 1909. [4]

HONGKONG—BOSTON—NEW YORK.

STEAMSHIP

AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June.

S.S. "ST. PATRICK" About 13th July.

For Freight and—further information apply to—

SHEWAN TOMES & Co., General Agents.

Hongkong, 3rd June, 1909. [777]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909. [820]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA SUEZ CANAL	DESHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SETHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINE	On 8th July.
BREMEN HAMBURG & ROTTERDAM &c.	SURVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINE	On 11th inst.
HAYRE & HAMBURG VIA STRAITS &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS &c.	ISERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 10th July.
MARSEILLES, HAYRE & COPENHAGEN &c.	CANTON	Swed. str.	—	Broc	MELCHERS & Co.	About 8th inst.
MARSEILLES &c. VIA PORTS OF CALL	POLYNESIAN	Fr. str.	—	—	MELCHERS & Co.	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	WAKANA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	DENNIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, BREMEN & HAMBURG &c.	SABO MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 32nd inst., at D'light
MARSEILLES, HAYRE & HAMBURG &c.	SCANDIA	Ger. str.	k.w.	V. Dobron	HAMBURG-AMERIKA LINE	On 1st July.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	SILVIA	Ger. str.	k.w.	Porzellan	HAMBURG-AMERIKA LINE	On 2nd July.
CALLAO, IQUIQUE &c. VIA JAPAN PORTS &c.	HIRANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
NAPLES, GENOA, ALGERS, GIBRALTAR &c.	MANSHU MARU	Jap. str.	—	C. Dewers	TOTO KISEN KAISHA	On 1st July, at Noon.
TRIESTE &c. VIA SINGAPORE &c.	LUETZOW	Ger. str.	—	Nitsche	MELCHERS & Co.	On 16th inst., at Noon.
NEW YORK	E. F. FERDINAND	Aus. str.	—	Mohr	SANDER, WIELER & Co.	On 26th inst., p.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WOLINDE	Ger. str.	—	—	CA LOWING & Co.	About 7th inst.
ANCONA VIA SHANGHAI JAPAN &c.	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN &c.	INDRANI	Brit. str.	—	—	DODWELL & Co., Ltd.	On 16th inst.
TACOMA SHANGHAI & JAPAN &c.	EXPRESS OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R.R. Co.	On 14th July, at 6 p.m.
TACOMA SHANGHAI & JAPAN &c.	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R.R. Co.	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 3rd July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG &c.	OSAKA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 1st July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG &c.	TOSA MARU	Jap. str.	—	F. W. Davis	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	SHIMANO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iselt	MELCHERS & Co.	On 18th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 33rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
YOKOHAMA & KOBE	NIKKO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 11th inst., at 5 p.m.
YOKOHAMA & KOBE	PRINZ SIEGMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	About 23rd inst.
NAGASAKI, MOJI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at 5 p.m.
WEIHAUWEL, CHEFOO & TIENSIN	TIENSONG	Dut. str.	—	Jurriance	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENSIN VIA SWATOW, WEIHAUWEL & CHEFOO	KUICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI	CHUPING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
SHANGHAI	YATHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	SEGURIA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 8th inst.
SHANGHAI	LANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI	DEVANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 10th inst., at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	BOJUN MARU	Jap. str.	—	Y. Fusan	OSAKA SHOSSEN KAISHA	On 10th inst., at 4 p.m.
SHANGHAI	YINGCHOW	Brit. str.	—	Fraser	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI	BRASILIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERIKA LINE	On 12th inst.
SHANGHAI	WINGANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	SLAM	Dut. str.	—	—	MELCHERS & Co.	Middle of June.
SHANGHAI	CHINHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SINGAPORE & SAMARANG	AMARA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	J. Barthmann	MELCHERS & Co.	About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYNAN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 20th inst., at D'light
SHANGHAI	YEROFEEV MARU	Jap. str.	—	K. Soyed	NIPPON YUSEN KAISHA	On 21st inst., p.m.
SHANGHAI	ARMAND BEHIC	Fr. str.	—	Guionnet	MELCHERS & Co.	On 22nd inst.
SHANGHAI	SEGOVIA	Ger. str.	—	Sachs	HAMBURG-AMERIKA LINE	On 23rd inst.
SHANGHAI	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SHANGHAI	TULATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	SOSU MARU	Jap. str.	—	K. Sugi	OSAKA SHOSSEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	DAIUN MARU	Jap. str.	—	Y. Kishikawa	OSAKA SHOSSEN KAISHA	On 13th inst., at 10 a.m.
SHANGHAI	SUNGKIANG	Brit. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	HAICHING	Brit. str.	—	Pasmore	DOUGLAS LAFFRAK & Co.	On 15th inst., at 1 p.m.
SHANGHAI	HAIFANG	Brit. str.	—	Hodges	DOUGLAS LAFFRAK & Co.	To-day, at 1 p.m.
SHANGHAI	TEAY	Brit. str.	—	A. W. Oatbridge	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SHANGHAI	LOOKSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 p.m.
SHANGHAI	RUBI	Brit. str.	—	R. W. Almond	SHYMAN, TOMES & Co.	On 12th inst., at Noon.
SHANGHAI	TAMING	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
SHANGHAI	YUESSANG	Brit. str.	—	P. H. Bolfe	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
SHANGHAI	ZAPERO	Brit. str.	—	R. Rodger	SHYMAN, TOMES & Co.	On 19th inst., at Noon.
SHANGHAI	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SHANGHAI	BOBLO	Ger. str.	—	F. Sembill	MELCHERS & Co.	To-morrow, at Noon.
SHANGHAI	ISCHIA	Ital. str.	—	Belato	CARLOWITZ & Co.	On 11th inst., at Noon.
SHANGHAI	YOSHIO MARU	Jap. str.	—	B. Koo	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
SHANGHAI	CATHERINE APCAR	Brit. str.	—	G. F. Hudson	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the

United States of America and Canada and also for the Principal Ports in Mexico

and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 21st May, 1909. QUEEN'S BUILDINGS. 8

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

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Hongkong, 21st May, 1909. QUEEN'S BUILDINGS. 8

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PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
SHANGHAI	DEVANHA Capt. W. Hayward, R.N.R.	10	10th June
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 12th June	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MANZANILLO	POONA Capt. A. R. Vire, R.N.R.	About 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA Capt. G. M. Montford, R.N.R.	About 17th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1909.

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	On 8th June, 4 P.M.	
MANILA	"TEAN"	On 9th June, 3 P.M.	
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.	
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.	
MANILA	"TAMING"	On 15th June, 3 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.	
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.	
SHANGHAI	"LINAN"	On 20th June, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers in Shanghai, avoiding the inconvenience of transshipment at Woonung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

Hongkong, 8th June, 1909.

BUTTERFIELD & SWIRE,

AGENTS.

11

OSAKA SHOSEN KAISHA.REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* ANPING VIA SWATOW, AMOI & FOOCHOW	"SOSHU MARU" Capt. K. Suoi	WEDNESDAY, 9th June, at 10 A.M.
* SHANGHAI VIA SWATOW, AMOI & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 10th June, at 10 A.M.
* TAMSUI VIA SWATOW, AMOI & FOOCHOW	"DAIJUN MARU" Capt. Y. KUBURAKI	SUNDAY, 13th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOOCHOW.	TUESDAY, 8th June, at 1 P.M.
"HAICHING"	AMOI & FOOCHOW.	SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 6th June, 1909.

10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
* SHANGHAI	"YATSHING"	Wed day, 9th June, Noon.
* SHANGHAI	"HANGSANG"	Thursday, 10th June, Noon.
* TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	"CHIPSING"	Friday, 11th June, Noon.
* MANILA	"LOONGSANG"	Friday, 11th June, 4 P.M.
* SHANGHAI	"WINGSANG"	Saturday, 12th June, Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.
* SANDAKAN	"MATSANG"	Wed day, 16th June, Noon.
* SINGAPORE & SAMARANG	"AMARA"	Thursday, 17th June, 4 P.M.
* MANILA	"YUENSANG"	Friday, 18th June, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 19th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

Eongkong, 8th June, 1909.

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

16

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ, CAIRO, and SUEZ	WAKASA MARU Capt. N. Nielsen	6500	WEDNESDAY, 9th June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	SAO MARU Capt. Geo. Anderson	6500	WEDNESDAY, 23rd June, at Daylight
SEATTLE, via KEELUNG, YOKKAICHI, MOJI, KOBE, and YOKOHAMA	TOGA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	*SHINANO MARU Capt. K. Kawara	6580	TUESDAY, 22nd June, at 4 P.M.
YOKKAICHI, MOJI, KOBE, and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
BOMBAY via SINGAPORE, COLOMBO, SUEZ and PORT SAID	Capt. N. Mathieson	6000	WEDNESDAY, 9th June, at Noon
YOKKAICHI, MOJI, KOBE, and YOKOHAMA	SANUKI MARU Capt. K. Homma	6500	FRIDAY, 11th June, at 5 P.M.
YOKKAICHI, MOJI, KOBE, and YOKOHAMA	YEROSH MARU Capt. B. Kon	4500	THURSDAY, 17th June, at 5 P.M.
YOKKAICHI, MOJI, KOBE, and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9000	THURSDAY, 17th June, at 5 P.M.
YOKKAICHI, MOJI, KOBE, and YOKOHAMA	YETOROFU MARU Capt. K. Soyeda	4500	SUNDAY, 20th June, at 5 P.M.

* Omitting Shanghai.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. WM. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

**CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG AND JAPAN PORTS.**

CLASS	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

[15-93]

Hongkong, 8th June, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

14

**HAMBURG-AMERIKA LINIE
HAMBURG.****EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, YOKOHAMA & KOBE:	For BREMEN, HAMBURG & ROTTERDAM:
S.S. BRASILIA ... 12th June	S.S. SUEVIA ... 11th June
S.S. SEGOLIA ... 22nd June	For HAVRE & HAMBURG: 17th June
S.S. SLAVONIA ... 2nd July	For MARSEILLES, BREMEN & HAMBURG: 1st July
S.S. C. FERD. LAEISZ ... 10th July	S.S. SCANDIA ... 1st July
S.S. C. ANDALUSIA ... 18th July	For MARSEILLES, HAVRE & HAMBURG: 2nd July
S.S. SAXONIA ... 28th July	S.S. SILVIA ... 2nd July
S.S. DORTMUND ... 10th Aug.	For ANTWERP, ROTTERDAM & HAMBURG: 8th July
S.S. SPEZIA ... 18th Aug.	S.S. SITHONIA ... 8th July
S.S. JLLYRIA ... 28th Aug.	For HAVRE & HAMBURG: 10th July
S.S. AMBRIA ... 31st Aug.	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th June, 1909.

12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

OSAKA SHOSEN KAISHA.**INAUGURATION OF NEW
TRANS-PACIFIC LINE.**

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for storage passengers situated amidship. A limited number of Cabin passengers carried at low rates.

Electric light and Steam heated.

For further information, apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

Hongkong, 1st June, 1909.

[810]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

[462]

THOS. COOK & SON,TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VUEX ROAD,

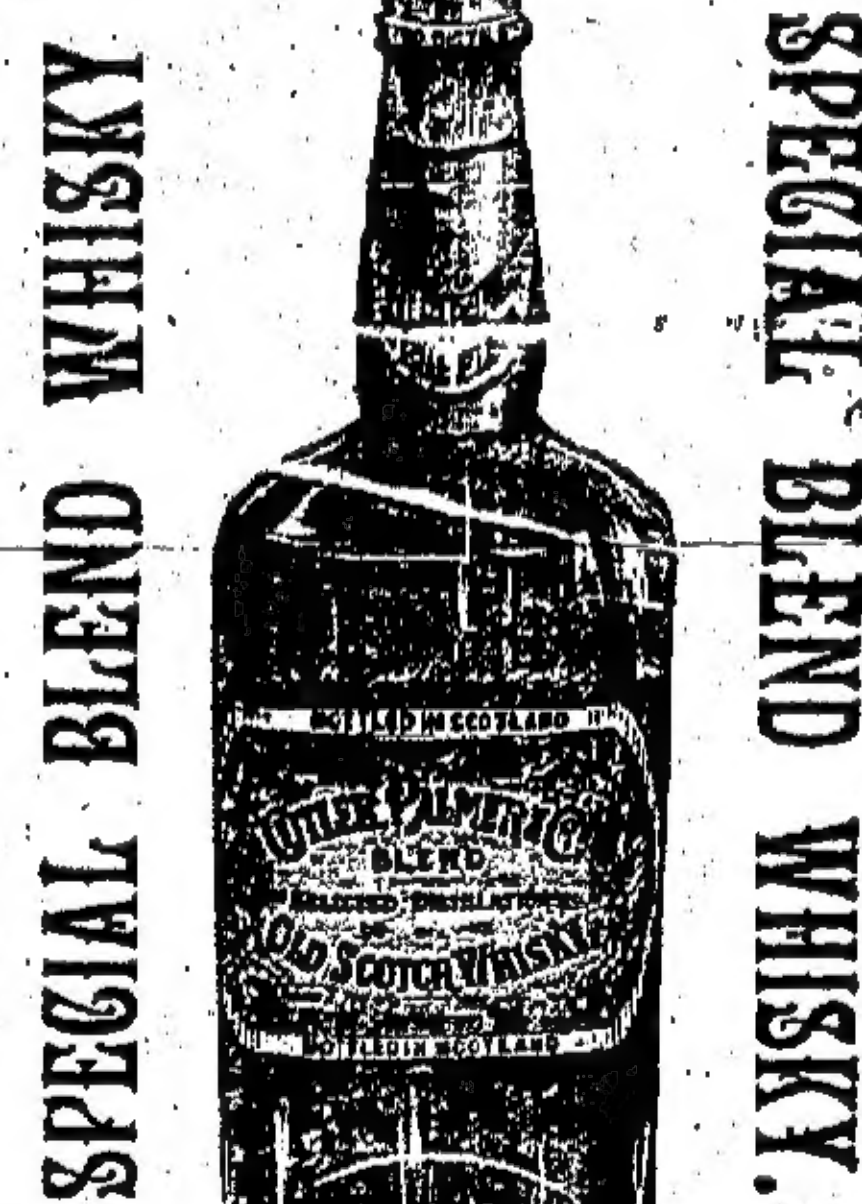
HONGKONG.

Japan Office:—

14, WATER STREET,

YOKOHAMA.

759]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,
HONGKONG.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BLEWETT & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SANTAL MIDY

These tiny Capsules—superior to Copiba, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

FOR DISEASES OF THE URETHRA, GRIMAULT'S SYRUP

Of HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Constipation, Gleet, Catarrhs, Cystitis, Colic, Dysuria, Hematuria, Lymph, and Bronchial Tumor.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mails to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Daire and Siberia.

Date	Time
12th June	at 8.30 p.m.
17th	at 8.00 a.m.
19th	at 8.30 a.m.
24th	at 1.00 p.m.

The *Despatch*, with the English mail of the 14th May, left Singapore on Friday, the 4th instant, at 6 p.m. and may be expected here to-morrow, at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 18th April and the parcel mails closed in London for despatch by the all sea route on the 5th May and for despatch overland on the 12th May.

FOR	PER	DATE
Bangkok	Hatford	Tuesday, 8th, 8.00 a.m.
Shanghai	Yachting	Tuesday, 8th, 10.00 a.m.
Amoy, Singapore and Bangkok	Chowat	Tuesday, 8th, 10.00 a.m.

Europe, India via Taitoriai

Late Letters 11.00 a.m. to Noon Extra

Postage 10 cents

Letters posted in all the Pillar Boxes

in time for the first clearance will be

included in this contract mail.

Swatow, Amoy and Foochow

Manila, Cebu and Iloilo

Amoy, Manila, Cebu and Iloilo

Keelung, Shanghai, Moji, Kobe, Yokohama,

Shimonoseki, Yokohama, Victoria B.C. and

Seattle Wash.

Singapore, Penang and Colombo

Swatow and Bangkok

Amoy and Hongkong

Swatow, Amoy and Amoy

Wohaiwei, Chafoo and Tientsin

Kodet and Sandakan

Shanghai

Tientsin

Nagasaki, Kobe and Yokohama

Manila

Yokohama, Kobe and Moji

Shanghai

Manila, Cebu and Iloilo

Amoy, Manila, Cebu and Iloilo

Keelung, Shanghai, Moji, Kobe, Yokohama,

Shimonoseki, Yokohama, Victoria B.C. and

Seattle Wash.

Singapore, Penang and Colombo

Swatow and Bangkok

Amoy and Hongkong

Swatow, Amoy and Amoy

Wohaiwei, Chafoo and Tientsin

Kodet and Sandakan

Shanghai

Tientsin

Nagasaki, Kobe and Yokohama

Manila

Yokohama, Kobe and Moji

Shanghai

Manila, Cebu and Iloilo

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Wohaiwei, Chafoo and Tientsin

Kodet and Sandakan

Shanghai

Tientsin

Nagasaki, Kobe and Yokohama

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Yokohama, Kobe and Moji

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Wohaiwei, Chafoo and Tientsin

Kodet and Sandakan

Shanghai

Tientsin

Nagasaki, Kobe and Yokohama

Manila

Yokohama, Kobe and Moji

Shanghai

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

June 7th.

ON LONDON:

Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credits, at 4 months' sight

Documentary Bills 4 months' sight

ON PARIS:

Bank Bills, on demand

Credits, at 4 months' sight

ON GERMANY:

On demand

ON NEW YORK:

Bank Bills, on demand

Credits, at 60 days' sight

ON BOMBAY:

Telegraphic Transfer

Bank, on demand

ON CALCUTTA:

Telegraphic Transfer

Bank, on demand

ON SHANGHAI:

Bank, at sight

Private, 30 days' sight

ON YOKOHAMA:

On demand

ON MANILA:

On demand

ON SINGAPORE:

On demand

ON BATAVIA:

On demand

ON HONGKONG:

On demand

ON SAIGON:

On demand

ON BANGKOK:

On demand

ON PHILIPPINE:

On demand

ON SINGAPORE:

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On demand

ON PHILIPPINE:

On demand

ON SINGAPORE:

On demand

OPIUM

June 5th.

Quotations are:

Malwa New

Malwa Old

Malwa V. Old

Persian fine quality

Persian extra fine

Patna New

Patna Old

Benares New

Benares Old

The English Mail

The P. & O. str. *Despatch* left Singapore for this port on the 4th instant at 6 p.m. with the outward English Mail, and is due here to-morrow at about 9 a.m.

The Indian Mail

The Indo-China str. *Kumang* from Calcutta and the Straits left Singapore for this port on the 2nd inst.

The American Mail

The T.K.K. str. *Tango* from San Francisco will arrive at Yokohama 1st inst. and is due to arrive at this port 11th inst.

The German Mail

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

The Canadian Mail

The C.P.R. str. *Empress of China* left Vancouver a.m. on Thursday the 3rd inst. for Hongkong via the usual ports of call.The N.Y.K. str. *Yokohama* (Australian Line) left Nagasaki on the 4th inst. and is expected here to-day.The Glen Line str. *Glenelg* left Singapore on the 3rd inst. morning, and is expected to arrive here to-day.The H.A. Line str. *Brasilia* left Singapore on the 3rd inst. a.m. and may be expected here to-morrow.The Bank Line str. *Gymeric* sailed from Yokohama to Hongkong via Kobe, Moji and Manila on the 5th inst.The Mexican & Oriental S.S. Line Ltd.'s str. *Evrel* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.The Ben Line str. *Benlodi* from Leith, Antwerp and London left Singapore on the 2nd inst. for this port.The E. & A. str. *Eastern* left Sydney on the 5th inst. via Queensland Ports, Port Darwin, Timor and Manila.The N.Y.K. str. *Sauhi* (European Line) left Singapore on the 4th inst. and is expected here on the 10th inst.The Swedish str. *Canlon* left Shimonoseki on the 5th inst. and may be expected here on or about the 10th inst.The C.N. Co.'s str. *Changsha* left Sydney on the 17th ult. and is due here on the 11th inst.The N.Y.K. str. *Shinano* (American Line) left Kobe for this port via Moji and Shanghai on the 4th inst. and is expected here on the 13th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.The N.Y.K. str. *Yokohama* (European Line) left Bombay for this port via Singapore 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Singapore on the 27th ult. and is expected here on the 19th inst.

THE MOST CELEBRATED CIGARETTES IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

SHARE LIST—QUOTATIONS.

HONGKONG, JUNE 7th, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$985, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$133, sales
China Light and Power Company, Limited.	50,000	\$10	\$10	\$7, sellers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$94, buyers
200,000	\$10	\$10		
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 105.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85.
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 390.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$104, buyers
DOCKS AND WHARVES.—				
Hongkong & Wharves Wharf & G. Co., Ltd.	50,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	30,000	\$50	all	\$67.
New Ancey Dock Co., Limited.	10,000	\$6 1/2	\$9, n.d.	
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 160.
Fenwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9, buyers
Hongkong and China Gas Co., Limited	7,000	\$210	all	\$210, buyers
Hongkong Electric Co., Limited	50,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71, (old) sel.
Hongkong Ice Company, Limited	8,000	\$25	all	\$40, (new)
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$155, sellers
\$25.				
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China's Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited.	24,000	\$83.33	\$25	\$85 1/2, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$195, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$110 1/4, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$84 1/2
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$90	\$50	\$46, sellers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$13.20, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$13, sales
75,000	\$10	\$10		\$4, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Lazou Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$48 1/2.
Shell Transport & Trading Co., Limited.	2,000,000	\$1	\$1	\$60 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$1	\$26.
South China Morning Post, Limited	10,000	\$5	\$5	\$15 1/2.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
20,000	\$5	\$5		\$5 1/2, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,500	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.70, sales, n.d.
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$4	\$13, buyers
100 fdcers	\$10	\$10		\$220.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$10 1/2, buyers